

# Weather

Fine weather today. The maximum temperature yesterday was 66.6 and the minimum 52.5 the figures for the corresponding day last year being 84.6 and 56.6.

# THE CHINA PRESS

報陸大

Today's paper consists of 36 pages in four sections

NO. 2339 VOL. VIII. Registered at the Chinese P. O. for transmission with special marks privileges in China. 己未年三月二十日

SHANGHAI, SUNDAY, APRIL 20, 1919

大正四年 第三種郵便物認可 20 CENTS

## STRIFE IN MUNICH FOLLOWS ATTEMPT TO CRUSH SOVIET

Heavy Fighting Reported  
To Be Raging In  
City Streets

## MINISTER KILLED

Neuring Loses His Life  
In Elbe In Uprising  
At Dresden

## FORCES IN BATTLE

Dusseldorf Strikers Turn  
Machine Guns Against  
Government Troops

(Reuters Agency War Service)  
Berlin, April 13.—The latest reports state that the Communists in Munich have not yet been mastered and heavy fighting is raging in the streets between the Government troops and the Red Guards. The latter, with the aid of trench-mortars, have recaptured the railway station, post offices and several other public buildings.  
Belakun Breathes Defiance  
Copenhagen, April 12.—A message from Budapest states that the Hungarian Soviet Commissary, Belakun, in a violent speech, said: "We will not lay down our arms until the Bourgeoisie has been completely crushed."

## Arrests Are Reported

Copenhagen, April 13.—A message from Nuremberg states that the garrison of Munich has established a military dictatorship and the heads of the Soviet Government have been arrested.

A message sent from Weimar today says that the Soviet Government was overthrown by the garrison of Munich. The Bavarian Government has sent the deputy Vogel to the capital charged with supreme authority. All the Soviet decrees are annulled.

## Outbreak In Dresden

Copenhagen, April 13.—A message sent from Dresden yesterday states: 500 soldiers marched in procession this morning to the Ministry of War to protest against the order issued by the Minister of War, Neuring, that wounded men in future would receive only peace-time pay.

Neuring refused to receive the deputation, whereupon the crowd, incited by Communists, overpowered the sentries. Government troops were summoned but refused to fight and handed over their arms. The crowd then machine-gunned the Ministry of War, forced an entrance, seized Neuring, who had taken refuge in an upper storey, dragged him into the street, severely maltreated him, threw him into the Elbe from a bridge and fired at him when he tried to swim until he disappeared under the water.

## State of Siege Proclaimed

Copenhagen, April 13.—A message sent from Dresden yesterday says that a state of siege has been proclaimed.

The entire Saxon Ministry has issued an announcement stigmatising the murder of the Minister of War, Neuring, as a heinous and necessitating sharp measures on behalf of the Government.

A later telegram states that the Ministry promised a deputation of soldiers that all their demands should be granted.

## Assault Is Expected

Berlin, April 13.—An assault on the citadel of Dresden is expected at any moment. Fighting is proceeding in the streets and the troops have garrisoned the famous Court Church defending a vital bridgehead.

## Fighting At Dusseldorf

Copenhagen, April 13.—A message from Dusseldorf states that, after an extremely violent bombardment, Government troops ejected the Spartacists from Aberkirk market place. The majority of the Spartacists fled in the direction of Eller.

Berlin, April 12.—There has been serious fighting at Dusseldorf where strikers have been maintaining an incessant machine-gun fire on the railway station. The Government troops are using artillery and mine-

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## Amount Germany Must Pay For Reparation Is Fixed Definitely By Big Four

Fifty-Five Percent Of Hundred And Twenty-Five  
Billion Francs Allotted To France Who  
Will Also Get Saar Mines

(Reuters Agency War Service)  
Paris, April 13.—The Council of Four has fixed the provisional sum which Germany must pay for restitution and reparation at 125,000 million francs, of which fifty-five percent is to be allotted to France.

The whole sum will be paid in gold, raw materials or negotiable securities in annual instalments, the minimum amount of which will be laid down in the Treaty of Peace. Germany must make restitution and reparation in full as it is impossible at present to fix the price to be paid owing to the variation in the prices of raw materials and labor.

## Must Pay French Pensions

Lastly, the cost of the French military pensions, namely 4,000 million francs a year, must also be defrayed by Germany.

French diplomats state that the Council of Four has decided that the ownership of the Saar mines shall be assured to France in perpetuity. France will police the Saar district but the political sovereignty will be exercised by a sort of directorate of five members, under the League of Nations, for fifteen years, after which the inhabitants will be entitled to decide their political status by a plebiscite. If they then desire to remain under German administration, Germany must buy back the mines from France.

## To Limit Armaments

French diplomats state that the

Treaty of Peace will provide means for controlling the limitation of armaments, the reduction of war material, etcetera, in Germany.

All conditions will be guaranteed not only by the League of Nations but by alliances between the Great Powers.

## Work Is Nearing End

Paris, April 13.—The Radical-Socialist deputation which interviewed M. Clemenceau today received the impression that the labors of the Peace Conference were on the point of concluding and in a very few days a full public statement would be made.

## Moscow Sends Emissaries

Paris, April 14.—A message from Zurich says that the Deutsche Tageszeitung states that emissaries from the Moscow Government have started with the object of entering into negotiations with the Entente.

## Wilson Gives Views

Paris, April 14.—In a statement to Le Temps President Wilson said that he had high hopes that the most complicated questions have now been settled and he hoped a satisfactory solution will be reached fairly soon.

## Will Protect France

Paris, April 14.—It is expected that the Council of Four will reach an agreement whereby Great Britain and America will come immediately to the assistance of France should the Germans ever advance west of a line fifty kilometers east of the Rhine.

## FLIGHT OVER ATLANTIC ABOUT TO BE STARTED

Hawker, Australian, Ready For  
Effort And Only Awaits  
Clear Weather

(Reuters Agency War Service)  
London, April 14.—The matter of wind and weather over the Atlantic is regarded as the principal matter in connection with great attempts to make trans-ocean flights.

The conditions prevailing on the surface of the sea in no way correspond to those in the upper regions of the air. The fact that wind frequently travels north and south instead of east and west renders a dependable forecast almost impossible. The wind will probably be on the beam of fliers across the Atlantic, resulting in a marked drift which no aeronautical instrument is yet capable of determining.

## Must Use Wireless

The only means the fliers have of discovering their general locality is by keeping in wireless touch with ships. Even where the due allowance for the drift must be ascertained, the drift must lengthen the journey. Another important consideration is how far advantage may be taken of the wind without opening the throttle of the engine to the fullest extent. In this a compromise will be struck, due attention being paid to the need of keeping the engine always within its work.

The position may be complicated by sudden changes in the wind, necessitating the pilot simply taking his chance.

## Fog Causes Delay

Fog, which is the aviator's worst enemy, is at present prevalent in the region of Newfoundland.

Experts differ regarding the superior merits of simple and multiple engines but it is noteworthy that the Australian, Hawker, news of the beginning of whose flight is awaited with intense interest, favors the former, which is embodied in the Sopwith aeroplane on which he is relying. The engine will be severely tried, for it is roughly estimated that it will do 2,000,000 revolutions uninterruptedly.

## Analysis Better Weather

St. John's, Newfoundland, April 14.—Owing to the unfavorable weather conditions Hawker's flight has been postponed, possibly for a couple of days.

St. John's, Newfoundland, April 13.—Hawker, with a Sopwith aeroplane, announced that he would start on his flight across the Atlantic at 6 o'clock this evening, but the start was postponed at the last moment owing to bad weather.

St. John's, Newfoundland, April 13.—Hawker is planning to start about noon today. Heavy rain has been falling all night long and still continues and therefore he is rushing the start lest conditions grow worse in the afternoon.

Later—it is still raining and a dense fog prevails. Hawker's flight has been postponed until this afternoon.

## EGYPT AGAIN QUIET, IS OFFICIAL REPORT

Hanging Of Kemal, Governor,  
One Consequence Of Massacres  
Of Armenians

(Reuters Agency War Service)  
Cairo, April 12.—An official communiqué reports:

Since noon yesterday all has been quiet throughout Egypt.

A deputation of notables in Alexandria called on the General Officer Commanding and expressed regret for the incidents which occurred on Thursday and appreciation for the patience and forbearance displayed by the troops.

400 persons have been arrested in Assuit in connection with the recent riots and plundering.

## Pay Dearly For Massacres

Constantinople, April 12.—At the trial concerning the Armenian massacres the Governor, Kemal, was sentenced to death and was publicly hanged in Istanbul while the former commander of the gendarmerie at Yozghad was sentenced to fifteen years' imprisonment.

## Sir Henry May Tells Why He Quit Post

His Resignation As Governor Of  
Hongkong Due To Attack  
Of Illness

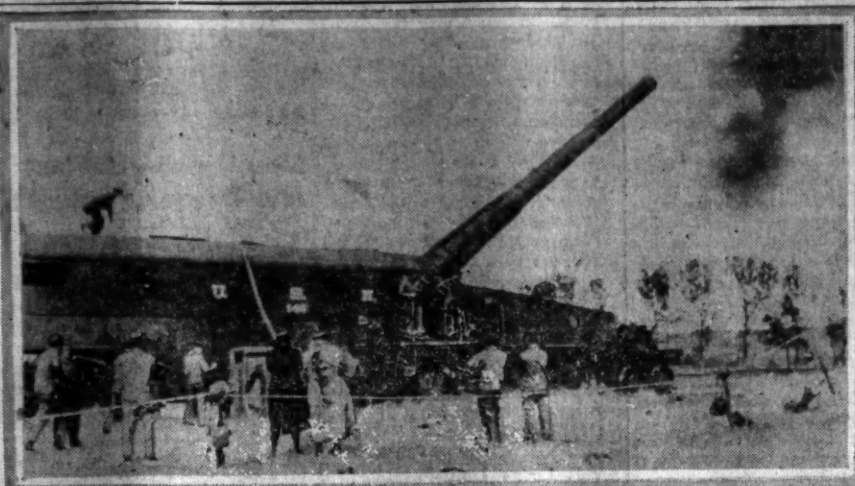
(Reuters Agency War Service)  
Hongkong, April 13.—Sir Henry May has explained that the reason he resigned the Governorship of Hongkong is due to a slight cerebrovascular attack which affected his right leg. His doctor expressed the opinion that he should not return to his post, especially if there would be pressure of work.

## BOLSHEVIKI MOBILISE YOUNGER MALES IN RIGA

All Between 18 And 38 Taken  
And Many Are Sent Into  
Central Russia

(Reuters Agency War Service)  
Copenhagen, April 14.—A message from Libau states that the Bolsheviks have mobilised all males in Riga between the ages of 18 and 38 and sent many of them into Central Russia, including 300 prominent persons as hostages.

## One Of The Naval Guns That Smashed The Hindenburg Line



GIANT NAVAL GUN IN ACTION  
One of the huge 14-inch U.S. naval guns that helped smash the Hindenburg Line during the last days of the great war. The photo, one of a series recently released by the censor, shows the great gun in action.

## DISORDERS BREAK OUT IN CITIES OF INDIA

Two Banks And Town Hall Are  
Burned In Amritsar; Several  
Europeans Killed

(Reuters Agency War Service)  
London, April 14.—Serious riots broke out in Amritsar following the removal of Kichlu and Satya Pal, two virulent agitators. Two banks and the Town Hall were burnt, three bank managers burned to death and five Europeans killed during the rioting. Nine of the rioters were killed and twenty-one injured. Troops were sent and order has now been restored.

Disturbances also occurred at Lahore and Ahmedabad and two Government buildings were burned in the latter town. Conditions in Bombay are disturbed. Several persons, some injured on the 12th and the temper of the mob was bad but Gandhi's return, on the whole, has had a tranquillising effect.

## American Resources Touch Highest Level

Statement Of Condition Of  
Banks Is Issued By Controller  
Of Currency

(Reuters Agency War Service)  
New York, April 13.—The Controller of Currency announces that the resources of the National Banks amount to Gold \$20,017 millions, which constitutes a record.

## SHIP SHORTAGE HINDERS BRITISH DEMOBILISATION

Commons Informed Men Needed  
For Work In Dominions Cannot  
Get Transportation

(Reuters Agency War Service)  
London, April 15.—In the House of Commons Mr. W. Clough drew attention to the very large number of men who are urgently needed in all parts of the world to fill up the posts they gave up temporarily in order to come home to fight and who are unable to return owing to the failure of the authorities to provide the promised shipping.

Sir Arthur Steel-Maitland replied that he was well aware of the importance and urgency of the matter. The Overseas Trade Department, in co-operation with the Ministry of Shipping and the War Office, was making every effort to secure passage for these men as speedily as possible.

In the House of Commons today, replying to Mr. Hurd, Mr. Wilson stated that the Admiralty had agreed to place a certain number of warships at the disposal of the authorities for the repatriation of troops. The Admiralty and the Ministry of Shipping are discussing the difficult question of manning them.

## British Flyer's Body Found At Zeebrugge

(Reuters Agency War Service)  
Ostend, April 13.—The body of Lieut. Walter Evans has been washed up at Zeebrugge. Lieut. Evans when last seen was engaged in an aerial duel with a German over Blakenberghe on June 27, 1918.

## Japanese Wroth Over Recognition Given To Monroe Doctrine

Jiji Declares Action At Paris  
Will Halve Efficiency Of  
League Of Nations

(Reuters Pacific Service)  
Tokio, April 13.—The Jiji, in its leader today, says that the insertion of the clause in the League of Nations recognising that the Monroe Doctrine is not affected thereby is not too much to be considered as the greatest change in the political situation of the world.

The Monroe Doctrine is a century old but it has never received formal recognition so far. The insertion of a clause on the subject in the Covenant of the League of Nations gives formal recognition for the doctrine founded by the United States to claim the position of paramount power in the Western Hemisphere and consequently the exemption of the Western Hemisphere from the League of Nations.

This effect must be considered to have halved the efficiency of the League, at first intended for the peace of the whole world, which is solely attributable to the selfishness of the United States. The twenty-one states are thus exempted from the effect of the League of Nations. Lasting peace in the world cannot be expected so long as such selfishness is permitted to the United States.

## WORKERS IN LIMERICK CALL GENERAL STRIKE

City's Business Paralyzed And  
Food Situation Is Cause  
For Anxiety

(Reuters Agency War Service)  
London, April 15.—There is a general strike in Limerick as a protest to the proclamation of the city as a military area. Business is paralysed and the food situation is arousing anxiety. There has been no disorder.

## Warns German Austria Against Disturbances

British Representative Says If  
Disorders Occur Food Shipments  
Stop

(Reuters Agency War Service)  
Vienna, April 13.—A British military representative has informed the Government that if disturbances occur in German-Austria imports of foodstuffs and raw materials will be stopped immediately.

## Bolshevist Activity In Rumania Disclosed

Press Bureau Says Authorities  
Have Brought To Light  
Conspiracy

(Reuters Agency War Service)  
Bern, April 14.—The Rumanian Press Bureau announces that the Rumanian authorities have discovered a far-reaching Bolshevik conspiracy with headquarters at Clauzenburg. Several relatives of the Hungarian Soviet Commissary, Belakun, are said to be implicated.

## REVOLT PLOT UNCOVERED IN NORWAY AND SWEDEN

Arrests Disclose Uprising And  
Bolshevik Attack On Finland  
Planned

(Reuters Agency War Service)  
Stockholm, April 14.—A message from Helsingfors states that eight persons have been arrested in Viborg and one in Helsingfors in connection with a plot to blow up the Officers' Club at Viborg, an important bridge at Viborg, and an ammunition depot. These outrages were planned for the end of April in co-ordination with the "Bolshevik attack" on Finland, while a revolt was planned to break out in Sweden and Norway the same day.

## TWO BRITISH PRISONERS STILL UNACCOUNTED FOR

Government Considering Cases  
Of Several Who Figured In  
Casement Episode

(Reuters Agency War Service)  
London, April 15.—In the House of Commons during question time Mr. Winston Churchill stated that he was informed that there were only two British prisoners of war left and untraceable remaining in Germany.

He also stated that thirty-two men of the Casement Brigade, besides the two who figured in the Casement trial, had been repatriated and the Government was considering their case.

## BOLSHEVIKI IN SIBERIA ARE MEETING REVERSES

Several Successful Operations  
Against Radical Forces  
Are Reported

(Reuters Pacific Service)  
Harbin, April 13.—It is officially reported that one of General Verbitski's regiments has outfought the Bolshevik forces near Ijevski factory, and after fierce fighting, captured the railway station, the premises of the factory and the town. The enemy fled.

The Government troops have captured the town of Bugulma, taking many prisoners and various booty. The offensive in the direction of Orenburg is developing successfully. The Ekaterinburg correspondent of the Siberian Telegraph Agency states that General Knox arrived there on April 13 from the front of the Siberian army. In the evening General Knox was present at the local theater, where the public greeted him with loud cheers and the orchestra played the British National Anthem.

(Reuters Agency War Service)  
Helsingfors, April 14.—The whole of West Siberia is now reported to be free of Bolshevism and the Kolchak Government is growing more stable.

## Lemberg Bombarded By Ukrainian Forces

(Reuters Agency War Service)  
Lemberg, April 13.—The Ukrainians heavily bombarded the town on Thursday and Friday and many persons were killed or wounded.

## REVIEW IS GIVEN BY LLOYD GEORGE OF WORK AT PARIS

Premier In Speech Before  
Commons Makes Reply  
To Criticisms

## WORK TAKES TIME

Gigantic Task Not To Be  
Disposed Of Offhand,  
He Tells Hearers

## PRaises WILSON

Hastened Labors Because  
Society Was Crumbling  
In Many Lands

(Reuters Agency War Service)  
London, April 16.—The Premier, in a speech in the House of Commons today, emphasised the gigantic character of the task of the Paris Peace Conference.

No Conference had been confronted with problems of such variety, complexity, magnitude and gravity. The Peace Congress at Vienna which was the nearest approach to the present Conference, occupied 11 months and its problems were insignificant compared with those of the present Conference.

He pointed out that 10 new States had sprung into existence; some independent, some semi-independent and some possibly protectorates, and the boundaries of those States must be indicated if not defined. The boundaries of 14 countries must be reconstituted. This gave some idea of the purely territorial difficulties; but there were other problems equally important and equally affecting the peace of the world and the destiny of the human race in each of which if blunders were made, humanity might have to pay. For example, armaments, economic questions, international waterways and railways and indemnities. The question of indemnities was not easy and was not even settled by a telegram.

## Refers To Labor's Part

Mr. Lloyd George referred to the international arrangements for labor, which had never been hitherto attempted. He paid a glowing tribute to the services of Mr. G. N. Barnes and the assistance given by the Labor Members in Parliament and Trade Unionists, by means of which this great world scheme had been adopted.

There was also that great experiment on which the whole peace hung, namely, the Society of Nations.

All and each of these, separately, would occupy months and a blunder might precipitate a universal war. With almost every nation on earth engaged in considering these problems they were justified in taking some time.

It would have been imperative in some respects that they take more time, but for the fact that they were establishing machinery capable of readjusting and correcting possible mistakes, that was why the League of Nations, instead of wasting, had saved time.

They had to shorten and hasten their labors because, while trying to build, they had seen in many lands the foundations of society tumbling into dust.

No body of men worked harder or more harmoniously or under greater difficulties. The journey was not at an end and it was still full of perils for all lands and peoples. He begged that the men who were doing their best should be left in peace or others sent.

## Tells Of Obstacles

The Premier referred to the intrinsic difficulties of dealing with the problems of a multitude of nations with varying interests. He believed the difficulties would be surmounted but it was not easy. There were questions one never heard of which had almost imperilled the peace of Europe. While they were sitting in Paris a question never heard of before the war had nearly produced a conflict between two of the Allied States. There were a number of such.

The difficulties in the Balkans had created the atmosphere of unrest from which the war arose, and one of the features of the present situation was

that, owing to the breaking up of great Empires, Central Europe had been Balkanized into small States. Care must be taken lest causes of future unrest be created by the settlement now being made.

The Russian situation was one of the most complex problems ever dealt with by any body of men.

**Whole Country In Chaos**  
One difficulty was there is no Russia. Nobody could say that the organization controlling Central Russia was even a *de facto* government for the whole of Russia. They had the spectacle of a vast country in chaos, confusion and anarchy.

It is just like a volcano which is still in fierce eruption and the best you can do is to provide security for those dwelling on the most remote and most accessible slopes and to arrest the devastating flow of lava so that it shall not scorch other lands.

There was no question of recognition. It was never proposed and never discussed because no Government represented the whole of Russia and because the Bolshevik Government had committed crimes against Allied subjects which would make it impossible to recognize it even under other circumstances, and because even at this moment they are attacking our friends in Russia.

**Discusses Invasion**  
Examining the proposal in favor of military intervention in Russia, Mr. Lloyd George said that there was a very sound fundamental principle of our foreign policy: we never interfere in the internal affairs of other countries, however badly governed, and, notwithstanding the state of feeling in Great Britain, the practical difficulties of a gigantic military enterprise into Russia are immense. Russia, had often been invaded, but never conquered by a foreign foe. Even if this conquest was possible, political and practical difficulties remained.

The Premier was horrified at the Bolshevik teachings but he would rather leave Russia Bolshevik than see what Bolshevikism is doing than see Great Britain bankrupted by a costly military intervention, because that would be the surest road to spread Bolshevism in Great Britain.

He was convinced that to attempt military intervention in Russia would be the greatest stupidity. The British Government supported Admiral Kolchak and General Denikin because they revolted against the Bolshevik Government at our instigation and largely at our expense and prevented the Germans securing resources in Russia which would have enabled them to break the blockade.

Had we abandoned them to the Bolsheviks, it would have been an act thoroughly unworthy of any great land. They only asked to be supplied with arms and we did not regard that as the least departure from Britain's fundamental policy. **Unlawful Is Erected.**

Our policy was to prevent a forcible eruption of Bolshevism into the lands of the Allies and therefore we are organizing all the forces in the Allied countries bordering on the territories from the Baltic to the Black Sea. If Bolshevism attacked any of our Allies it would be our business to defend them.

The world could not be passive so long as Russia is rent by civil war. Our policy was to induce the warring parties in Russia to meet and discuss the establishment of a commonly acceptable authority which the Allies could recognize as the Russian Government. The speaker said he did not despair of a solution and there were, even now, promising factors. Reliable information indicated that, while the Bolshevik forces are apparently growing in strength, Bolshevism itself is rapidly waning and breaking down before the relentless economic pressure. There were unmistakable signs that Russia is emerging and when she is again sane and normal we should make peace in Russia.

Replying to an interruption by Mr. J. R. Clynes, the Premier said that the Government had had no approach at all from the Bolshevik Government in Russia. He had heard reports that others had had proposals which could be assumed to be authentic. These had never been submitted to the Peace Conference and therefore the Conference had not considered them.

**General Peace Terms**  
Referring to the terms of the general peace, the Premier said that the representatives of the Great Powers had reached a complete understanding on the great fundamental questions affecting peace with Germany. They had formulated those demands and he hoped that by the end of next week they would be presented.

Mr. Lloyd George strongly denounced the attempts to sow dissension and distrust between the Allies. He said that no one could have treated more sympathetically the peculiar problems and special susceptibilities of Europe, with its long and bitter memories of national conflict, than President Wilson. They had never forgotten the poignant fact that most of the sufferings and sacrifices of the war had been borne by heroic France and they had not forgotten that she was entitled to feel a sense of security against a repetition of the attack. "Upon all questions that have come before us we have come to unanimous conclusions." What happened at the Vienna Congress showed the importance of unanimity.

**Concerning Publication**  
The Peace Conference had unanimously and unhesitatingly concluded that it would be a first class blunder to publish the terms of peace before they had been discussed with the enemy. No peace conference had ever given its proceedings so much publicity, but he would rather have a good peace than a good press. The Conference would take every action necessary to prevent premature publication, which would only encourage the enemy to resist. He declared that every pledge the Government had given had been incorporated in the Allies' demands. The Government had never swerved an iota from these demands. They stood by them because they thought them just. We want a stern peace because the occasion demands it, but it must be designed not to gratify vengeance, but to vindicate justice. Every clause and term must be justified on that ground. Above all, we want to protect the future against a repetition of the horrors of this war.

I am going back to Paris if the House wants me to go. Whoever goes back will meet the emissaries of the enemy and must possess the full confidence of Parliament. Parliament could repudiate the Treaty when it is signed, but it would be very difficult, so that before anyone goes to Paris Parliament must feel at any rate, that whoever is there will carry out pledges to the utmost of his power and conviction.

**Great Armaments Abolished**  
After denouncing newspaper attempts to sow dissension between the Allies and emphasizing the necessity of freeing commerce and industry as soon as possible and reducing the enormous war expenditure, Mr. Lloyd George said that one of the results of peace would be the abolition of the great Continental menace of armaments. The forces of Germany would be reduced to an army only just adequate to police her cities and protect her commerce. We and Europe must profit by that fact. The danger was not that there might be a resurgence in Germany, because Germany would only with difficulty raise eighty thousand armed men to preserve order. The danger was that the world is going to pieces and the gaunt specter of hunger is stalking through the land.

The Premier concluded by emphasizing that it was the duty of all statesmen, parliaments and guilds of public opinion not to soil the triumph of right by indulging in angry passions but to consecrate the sacrifices of millions to the permanent redemption of mankind from the scourge and agony of war.

In the course of his speech Mr. Lloyd George made a sensational attack on "the attempts of certain newspaper owners who were suffering from diseased vanity to sow dissension between the Allies. The Times is a three-penny edition of the Daily Mail. In the Continent there is an idea that it is the semi-official organ of the Government. That shows how long old traditions take to die."

### Flying Restrictions Are Lifted By Britain

(Reuter's Agency War Service)  
London, April 14.—In the House of Commons today General Seely stated that civilian flying would begin on May 1.

### Knights Of Columbus To Entertain Sailors

Local K. of C. Men To Screen 'America's Answer' On U.S.S. Brooklyn Tonight

Tonight is Knights of Columbus Night on the U.S.S. Brooklyn, local K. of C. Men having made arrangements to screen "America's Answer," the great war film shown at the Olympic Theater during the United War Work Campaign under the direction of the United States Committee on Public Information.

### AMERICAN CO. PRESENTS SWORD TO LIEUT. SWAN

S.V.C. Corps Unit Parades To Jetty To Bid Popular Officer Goodspeed

An interesting presentation ceremony took place yesterday afternoon at the N.Y.K. Jetty when the American Company, S.V.C. paraded to wish former Lieutenant A. H. Swan Godspeed on his journey to the United States and to present him with a silver sword as a mark of appreciation for his long and valued service.

The speech of presentation was made by Capt. S. A. Ransom, who referred in terms of sincere praise to Lieut. Swan's activities in the unit and the prominent part he has played in building the organization up. Lieut. Swan responded with a brief and appropriately worded speech and the company gave him three enthusiastic cheers. The scabbard of the handsome weapon presented was suitably engraved with a note of the occasion and the words "presented by the American Company."

### Russian Relief Force Commanders Named

(Reuter's Agency War Service)  
London, April 13.—Brigadier-General G. W. Grogan, V.C. of the Worcesters, and Brigadier-General Sadler-Jackson, of the Ninth Lancs, will command brigades of the Russian Relief Force.

### BRITISH MINERS VOTE FOR SANKEY REPORT

Majority In Eleven Coalfields Overwhelmingly Favors Accepting It

(Reuter's Agency War Service)  
London, April 13.—The results of the ballots of the miners employed in eleven coalfields show that 462,990 are in favor of accepting the Sankey report and 54,825 against it. These figures include South Wales, which is seven to one in favor of accepting, although the local leaders advised the rejection of the report.

### New Spanish Cabinet Has Maura As Premier

(Reuter's Agency War Service)  
Madrid, April 14.—The Cabinet has resigned.

### Prince Nashimoto Going To Manchuria

(Reuter's Pacific Service)  
Tokyo, April 13.—The Imperial Prince Nashimoto, instead of commanding the troops in Siberia, has been appointed to command the troops in Manchuria. The Prince will leave Tokyo for Kobe on April 20.

### Munich Soviet Forces Desperately Resisting

(Continued from Page 1)  
throwers against the Spartacists, who have constructed trenches and barricades in the streets, and are stubbornly resisting. Extremely heavy fighting is expected and martial law has again been declared in the town.

Berlin, April 14.—The Deutsche Tageszeitung states that after the outbreak of Bolshevism in Hungary Lenin forwarded a Note to Scheidemann, the German Premier, containing an offer from Bolshevik Russia and Hungary to form an alliance with Germany against the Entente and to immediately place half a million men at the disposal of Germany.

The Note offered to guarantee Germany its 1914 frontier, except Alsace-Lorraine and Poland. Germany was to assist Russia against the Entente and to form a purely socialist Cabinet.

### COLLISION IN RIVER

A Chinese junk, Chin Pao Yuan, outward bound with a load of cocoon, was sunk Friday when she was struck amidship on the port side by the Japanese steamer Fuyo Maru off No. 12 buoy. The vessel was later salvaged and beached on the Shanghai side of the river by the Shanghai Dock and Engineering Co.

### Wires Lloyd George Concerning Indemnity

Premier Replies That Experts Are Estimating Amount German Can Pay

(Reuter's Agency War Service)  
London, April 14.—Colonel Claude Lowther, M.P., has telegraphed to Mr. Lloyd George assuring him that the message sent by Mr. Kennedy Jones and other members of the House of Commons, was framed in no spirit of disloyalty and hoping that what Germany will have to pay today will be merely payment on account and that the amount Germany will finally pay will not be decided until the potential resources of Germany can be gauged more easily than at present.

Mr. Lloyd George has replied that experts are taking full account of further possibilities.

### OPIUM INVESTIGATORS ARRESTED ON SUSPICION

Nantao Police Hold Anti-Smuggling Society Men For Trial As Impersonators

Four representatives of the Anti-Opium Smuggling Association, Siping Road, were arrested and committed to trial on charges of impersonation at the Police Court in Nantao Friday.

The party, which was remained in custody, consisted of an inspector, Shen Hsiao-sung; two assistants, Tang Hsiao-hai and Kuo Ah-maw, and one secretary, Chen Wu-mei. They were conducting an investigation of alleged opium traffic in Kaohsiung, Pootung, when they were arrested. In spite of the protest of the Siping Road institution, Police Magistrate Liu ruled that the case should be thoroughly thrashed out in view of the numerous cases of impersonation of police officials occurring in Pootung.

### Military Authorities To Take No More Cars

Cessation Of Commandeering Expected To Relieve Freight Congestion

In reply to the request of the Commercial Federation of Shanghai the Ministry of Communications yesterday telegraphed that in order to relieve the congested condition of merchandise in Pukow and other cities, it has ordered the military authorities in Anhui not to commandeer any more railway coaches.

Some time ago, the Shanghai organization complained of the scarcity of accommodation on the Tientsin-Pukow Railway for the transportation of cargo from Pukow to Shanghai. The case, it is understood, were commandeered by the military authorities of the province for the transportation of troops. Consequently, the local merchants sustained big damages on account of the delay caused by the congestion as well as by the deterioration of perishable goods.



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## New Brevities

Mr. W. M. Dowdall, the well known Shanghai architect, left for England yesterday. A large number of friends were present at the jetty to see him off.

The will of Mrs. Amy Bell was admitted to probate by order of Judge Lobingier in the United States Court yesterday. The testament leaves the personal estate to the testatrix's sister, A. U. Bell, by reason of a substitution of her name for that of the testatrix's sister-in-law.

A hundred tins of opium seized in possession of a Chinese boatman near the Shanghai bridge Friday were confiscated by the Mixed Court yesterday, together with a \$5 bill with which the boatman attempted to bribe C.P.C. 569. The defendant failed to appear to answer the charge and his bail, \$100, was forfeited.

A. Nadler, an unregistered foreigner, was sentenced to one month's imprisonment by Assessor Hayashi and Magistrate Wang in the Mixed Court yesterday for theft of a gold ring from a jeweler's shop at 105 Broadway. The defendant said that he had had nothing to eat for three days and stole the ring in order to buy food. He admitted that he had made a mistake and asked for leniency.

A chauffeur who ran down a Chinese boy, breaking his leg, on the Nanking Road Friday was fined \$30 in the Mixed Court yesterday. He was ordered to pay the boy's hospital bills.

A Sanglepang Road opium smoking establishment yielded 369 tins and 149 small packets of opium, a large quantity of smoking paraphernalia and a quantity of small change to raiding police. The seized articles were ordered confiscated by the Mixed Court yesterday and the proprietor was fined \$50. A Chinese woman charged with keeping another opium selling establishment was fined \$100 and 57 tins of the drug were confiscated.

Dr. W. G. Hiltner, who recently returned to China after several months service with the American Red Cross in Siberia, has located permanently in Shanghai for the establishment of a practice here. Dr. Hiltner is a Harvard Medical School graduate and first came to China several years ago as Professor of Surgery in the Harvard Medical School here. Later he accepted the chair of surgery at Nanking University Medical School and last year when the call was made for doctors to go to Siberia he tendered his services to the Red Cross.

Mr. R. H. R. Wade, Commissioner of Customs; Mrs. Wade, Mr. J. W. Rice, Mr. and Mrs. A. H. Swan, Mr. and Mrs. L. J. Hughes and Mr. A. W. Dawson were among the passengers sailing for Japan on the Kumano Maru.

The Nantao Electric Car and Construction Company will hold its second annual meeting this afternoon at 2 o'clock at the company's premises. The report and accounts of the last year will be read and directors for the ensuing year will be elected.

The Ningpo and Shaohsin Commercial Steamship Company will hold its tenth annual shareholders' meeting this afternoon at 2 o'clock at the Chinese Chamber of Commerce, North Honan Road. Directors and auditors will be elected and the accounts for the past year will be read.

## South African Post Retained By Buxton

(Reuter's Agency War Service)  
London, April 14.—Press Bureau. At the request of the Imperial Government, Viscount Buxton continues as Governor-General of the Union of South Africa until June, 1920.

## Asters Now In U.S. On A Belated Honeymoon



CAPTAIN JOHN ASTOR AND WIFE.

Captain John Jacob Astor, youngest son of Baron Astor, arrived in New York recently with his wife, Lady Violet. Though they were married in August, 1916, they are now on their honeymoon, the delay being due to Captain Astor's service in the world war and the fact that he is recovering from a wound which resulted in the loss of part of his right leg. The couple arrived on the steamer Olympic and will leave shortly for Palm Beach.

## ADMIRAL RODGERS PAYS OFFICIAL VISITS HERE

Calls At Bureau Of Foreign Affairs And At Army And Navy Headquarters

Admiral Rodgers of the U.S. Asiatic fleet paid official calls at the American Consulate-General, Bureau of Foreign Affairs and the offices of Admiral Laing and General Lu yesterday. Following Consul-General Sammons' official visit aboard the Brooklyn.

It is announced that a reception and tea dance will be given in the Admiral's honor at the Carlton next Wednesday afternoon. Consul-General Sammons will give a dinner in his honor the same evening and other affairs are being arranged.

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## Hypnotism And Real Magic As Practised In China

BY ROVER

(Written especially for THE CHINA PRESS)

The outside world regards Buddhism, Taoism and Confucianism as the three staple religions of China and it takes no stock whatsoever of a great religion which holds in its ranks of adherents millions of human souls. I am referring to the cult which is commonly known as Devil Worship by foreigners. This religion holds full sway among the aboriginal tribes of Yunnan, Kweichow, Southwest Szechuen and West Hunan. I cannot undertake to explain exactly what this means, that would be beyond my power, and I think I may say beyond the power of any missionary or theological student to explain. I can only tell you what I have seen with my own eyes and heard of from absolutely authentic witnesses, and allow my readers to form their own conclusions.

Shenchow, a city on the Yuen River, in West Hunan, has been famed for centuries for the cleverness of its mediums who will undertake to invoke the power of demons to assist their clients, when in fear of death from disease or accident.

The procedure is this: A man becomes suddenly ill, Medicine and the

native doctors are powerless to avert the inevitable death. Then arrangements are made for the seance. The medium is sent for, no matter how far away he may reside, and the family starts on a course of strict fasting. On the hour appointed for the ceremony arriving, great numbers of the relatives are gathered around the bed. At length the eagerly awaited professor arrives. Sacrifices are made and weird incantations are uttered. In the case which I was privileged to witness, the wizard turned to the assembled company and asked that a young boy who had not yet reached puberty should be placed at his disposal to be hypnotized and to lend his body as a temporary temporary habitation for the evil spirits he would call on for assistance. The boy was forthcoming. Just an ordinary country boy and one who certainly had no particular qualifications and who possessed neither extraordinary personal strength, or any attributes out of the common.

The wizard stepped forward at a command from his employer, and placed himself at the disposal of the wonder maker. We soon saw things which made my hair almost stand on end. If I had not pinched myself to make sure I was awake I would have thought I was either drunk or dreaming. The old man made a few passes before the eyes of the aid. Quick as a flash of

lightning, the transformation was effected.

As the devil entered into the boy, his very appearance changed. Where a moment before stood a meek country lad, in the twinkling of an eye quite another being stood before us although the outward appearance was the same. His very voice was changed as he uttered terrifying yells and screams. Springing to his feet, he evinced a superhuman strength. He sprang into the air to an enormous height, and six strong lusty coolies were unable to hold him in subjection. He was filled with a strength which was uncanny and beyond human comprehension. During all this terrifying interlude, the master of ceremonies continued without ceasing, his incantations and prayers. Gongs were beaten, crackers were fired off and the din was terrible to hear. But still the unconscious sick man appeared oblivious to all this fuss and

turned. While the possessed lad was withering, snarling, biting and utilizing the combined strength of his attendants to hold him down, the old man, just as if all this was a part of his daily routine, went up to the patient and gazed fixedly into his eyes. Then turning to the possessed youth, with a few passes he restored him to his normal self, and left him lying supine and exhausted on the floor. The magician, turning to the assembled company, assured them that the patient would not die. And sure enough he did not. I made it my business to watch the case for several days, and when I left that city, the sick man was convalescent, and danger was no more.

On another occasion I saw another instance of this peculiar practice. One of my men was attacked by agonizing pains in the stomach. Any remedies which I could offer him were

without avail. His yells and screams of agony were things terrible to hear. My secretary ran away to the city and brought back with him one of these professors of magic. The man on entering my room simply called for a bowl of water. Making all kinds of signs, with his finger over the contents he made a peculiar humming incantation. The patient's mouth was prised open, and the bowl of water was forcibly poured down his throat. The result was startling. In the promptness of the cure. No sooner had this enchanted water entered the abdomen of the poor cooie, than the pain disappeared and he stopped his

yells and terrifying struggles. The man was carried to bed and the next day he was able to resume his work and carry his load over the steep mountain passes, as well as his neighbor. I could enlarge upon these instances by giving many other occasions where I have come personally in contact with this power which has to be admitted although it cannot be explained. But enough for this article and we will let it go at that. I want my readers to understand that in China there are innumerable proofs of the old saying, "There are more things in Heaven and Earth than the understanding of man can fathom."

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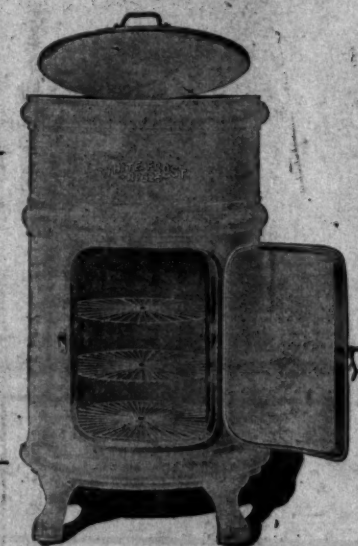
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## Winter Days Along The Rhine

(From *The Stars and Stripes*, the American Soldiers' Paper in France)  
Now that the Third Army is settled, dentists with the various outfits have more engagements than even the Red Cross nurses or telephone operators. Often their appointment books—the dentists—are filled weeks ahead of time.

Two Yanks were booked recently for a scrap at Coblenz, and they got to talking about it in the afternoon. Then they started to argue, and before their friends could separate them they had become embroiled in a good-old fashioned catch-as-catch-can fight. The result was that they languished in the brig that night, while substitutes fought in the big ring at Coblenz in their stead.

The 146th and 148th Field Artillery Regiments used to wander up and down the front like lost souls, belonging to no division and fighting wherever they were sent. Now they are taking life more or less easy at Hôhr. And at Hôhr are located some of the finest of German pottery works, so that the Yanks are enabled to lay in a large stock of beautiful pipes which, after all, are some of the things for which Germany is noted. And the best part of it is that they don't cost as much as a helmet or a luger or even an Iron Cross, and they make the best souvenirs in the world.

Up at Dierdorf, headquarters of the 123th Infantry, some members of the command are bathing in a brewery—no, not in beer.

He was a big, fat, unusually jolly mess sergeant who relieved himself of his feelings. He had been working hard all morning in a very dilapidated mess shack on the side of a hill, prey to all the icy winds that blow, and had just been ragged by his superior because his leaky, smoky field range refused to bat 290. "Why don't you fellows give us a write-up?" he demanded as he came out of his inferno, surrounded by smoke and rubbing his smoldering eyes. "You write about the fine hotel kitchens and other swell places where the Third Army cooks are working and make everyone think there isn't a smoky kitchen in the whole damned bridgehead. And look at that!" He pointed dramatically toward his abode, which resembled Stromboli in eruption.

"And," he continued, with a final vicious dig at his eyes, "we ain't sleeping in no beds where you have to come up for air, either."

The Yanks are piling history on top of the historic Kaiserin Augusta Gymnasium, at Coblenz, founded in 1852. The property, at various times, of Poles, Russians, French and Swedes, it finally fell to the Germans; and now Americans are going there to school every night.

The Roman amphitheater at Trier is proving a great Mecca for Yanks on leave in the ancient city which is serving as headquarters for advanced G.H.Q. They like best to climb down the narrow steps leading to the noisome space beneath the big arena where the wild beasts were kept in caverns hewn out of the rock. They are shown other caverns where the Herculean sons of Gaul, captured by Roman legionnaires, were imprisoned until sent forth, ill armed, to meet their death in the arena, while applause or shouts of disapproval echoed from the ring of hills about the city.

In the center of this smelly dungeon is a wide pool of water, crossed by a narrow wooden bridge. And, fastened to the railing of the bridge, at its center, is nailed a square board. Just why it was put there is a mystery. The first Yanks passing through on the way to Germany paused and wondered. The top was smooth and white, and invited something—which one doubt-boy supplied. He whipped out his knife, and in a few minutes had carved his initials at the top, in one corner (history is uncertain as to whether it was the left or right hand corner). Those first initials settled the fate of that board for all time. Now its surface is either hashed with the initials or covered with the hieroglyphics of wandering soldiers.

Pity the Signal Corps men, among others, in these cold days in the Rhineland. Like the Engineers and others, they're out along the roads a-working, but, unlike the Engineers and others, they're on top of high, breezy poles, clinging there dizzily, testing circuits and stringing wires. Their mode of climbing furnishes unending interest to the Germans. The latter mount by means of a wide belt going round them and round the pole, and it takes them some time to negotiate the summit. The Yanks, with their climbing trunks, make it in a matter of seconds.



## Mrs. Ayscough Explains Theory By Which Chinese Poems Were Put Into English

Tells How She And Miss  
Amy Lowell Worked  
To Get Overtones Of  
Chinese Characters

BY FLORENCE AYS COUGH

Two weeks ago there appeared in *The China Press* my article from "Poetry" describing the theory upon which Miss Amy Lowell and I are working in our translation of Chinese poetry. It is not necessary, therefore, to enlarge much upon this. A few words as to how and why the work was undertaken may, however, be of interest.

In discussing some of my translations of Chinese "written pictures" which Miss Lowell had kindly undertaken to render in English, I remarked that rendering were necessarily held as it seemed impossible to convey to English readers all that is contained in the composition of the Chinese character. This remark was of course quite unintelligible to a person who knew nothing of the marvelous ideographs which constitute the Chinese written language. When, however, it was explained, Miss Lowell immediately grasped the great importance of the subject and we decided that we would do our utmost to place the English reader in the position of the Chinese scholar who by his intimate knowledge of the character is able to grasp shades of meaning which are not conveyed by the conventional translation.

We felt that it was in the composition of the character itself that the Chinese poet found his "overtones" and that so far translations had appeared bald because these overtones had been ignored; that, therefore, we should attempt to convey the whole sense of a character, which can be done by a phrase and not by a single word.

Take for instance a character "ch'ih." It is composed of a horse, a leather halter, and, enveloping both, a net; what could convey the sense of being securely held, trapped, incapable of movement more vividly than that? Yet this character, which would be obvious to a Chinese scholar of but small pretension, has lately been rendered by an English translator as "migrant bird." A Chinese could not misunderstand this character.

Another character "yuan" usually translated as a grief, or pool, is in reality a picture of four streams which meet. Miss Lowell renders this in a poem as yet unpublished, as "the whirling water of meeting streams." The poet wished to convey the sense of a piece of water as far removed from an artificial garden fish pond



Mrs. Florence Ayscough

is possible, so chose this character which is striking in the extreme.

It may be contended that today nine Chinese scholars out of ten would not realize the pictorial origin of the character; granted—but the tenth, most certainly would. Why should the English reader not be put in the position of the tenth scholar who by his erudition is able to see more deeply than the ordinary man?

It is further contended that today characters have, by use, become conventionalized and that accepted meanings are attached to them; granted again—but why should the English reader be limited by the meanings current in the year of Our Lord 1919, when many of the poems he reads were written before our era? In those days a greater number of people were learned in the origin of the character.

It must be remembered that there is no argument in regard to the existence of these primitive meanings. They are to be found, for the seeking, in the Shuo Wen and other ancient dictionaries, which, sad to say, are

less and less studied among the Chinese.

Analogies exist in English. To nine readers out of ten "excruciating agony" means merely something very painful; to the tenth the suggestion of crucifixion brings to mind an agony far more poignant.

When one is reading one's own language the responsibility lies in one's own hands; one seizes a superficial meaning or realises a profound one; by one's own knowledge one stands or falls. When reading a translation the case is different, one is at the mercy of a translator, who we contend, should strive to convey as faithfully and completely as possible the thought expressed in the original.

Miss Lowell's unique gift as a translator was shown in her book of criticism "Six French Poets" it was not surprising, therefore, to find how quickly she grasped the meanings I attempted to make clear. It is a matter of regret that readers of *The China Press* cannot realize how very literal the poems which appear today are.

## St. John's University News Items

The St. John's home field and track meet was held on Saturday afternoon, April 12. The weather was far from ideal for the meet, being cold and windy. Although no records were broken the meet was a success on the whole. It brought out a number of green athletes. The individual champion of the day was Yuen Lih-tsun. He took part in most of the events and scored a total of 28 points. He is expected to be one of the best men in the inter-collegiate meet that is to be held on the St. John's track on Saturday April 26.

St. John's has adopted daylight saving. The schedule of lectures goes on according to the Customs clock and no difficulties have been encountered so far.

The subject for the final debate in English between the two winning teams in the preliminary debates, Nanking and St. John's, has been chosen. It is: Resolved that China, when she has tariff autonomy, should adopt the protective tariff. The final debate will be held on Wednesday, May 28, at the Chinese Y.M.C.A. It is expected that it will be open to the public.

A class in surveying under Professor Ely has taken advantage of the Easter holidays to make a trip of the regular work of the course and gives the student valuable experience in practical work under more difficult conditions than can be found in Shanghai.



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## The Injustice Of The Conventional Tariff In China

By Andrew B. Humphrey  
(Executive Director and General Secretary, The China Society of America)

Adjustment of the finances of China in keeping with the requirements of a modern state is one of the prerequisites of a world peace.

The nearness of European conditions and problems is apt to impair the perspective of the Far Eastern situation in the eyes of the Allied peace conference. But the fact is that President Wilson's declaration with respect to Russia is equally true of China. Without China at peace within and without the world cannot secure peace for itself.

In fact, the righting of inequities in the Orient is one of the two business of the bridge by which we are to enter upon a new era of international fellowship. Quite as much as in Europe is the rectification of false policies to be obtained for Asia by the surgery of simple righteousness. If the Peace Council at the Quai d'Orsay sets the European house in order but neglects or glosses over the situation in the Orient it will leave the vigorous roots of a world war that cannot well be deferred beyond a decade or generation at the most.

Yet the remedy is as simple as it is righteous. Restore to China as rapidly as is safely possible the financial autonomy which was wrested from her three-quarters of a century ago, under the guise of which she has been continuously made the victim of some of the crookedest of international intrigue and exploitation under duress.

Given financial freedom, her political integrity is a hundred times more likely to realize an early fruition. Deny her the power to make proper use of her fiscal and financial affairs and she remains a giant bound hand and foot for lack of responsibility to defend and develop herself. The right to self-realization transcends all else as the law of national being.

One of the most serious of her grievances is the existing conventional tariff.

Broadly speaking there are two kinds of tariff: the statutory and the conventional. Statutory tariff is regulated by the legislation of a state without outside interference, and is based on the right of taxation enjoyed by all sovereign states. Such a tariff is elastic and may be utilized for revenue, for the protection of infant industries, or for furthering the political and economic interests of a state through reciprocal or preferential arrangements. A conventional tariff, on the other hand, is established by treaties with other countries. It is inelastic. It is this conventional tariff system that is in-

force in China at the present time and is working havoc with her internal welfare and threatening her from without.

In 1812 China sustained a crushing defeat at the hands of the British and was forced to agree not to levy a tariff exceeding five percent ad valorem on imported and exported goods. It was further stipulated in the Nanking Treaty of 1842 that the tariff rate was to be uniform and not to be changed without the previous consent of the High Contracting Parties.

Through the operation of the so-called "most-favored-nation" clause, whereby a privilege granted to one nation is automatically extended to other nations, this conventional tariff has become applicable to goods imported from all foreign countries that have treaty relations with China.

The present tariff, which is still in operation pending the adoption of a revised schedule worked out by the International Tariff Commission appointed in 1917, was fixed in 1902 in accordance with Article VI of the Protocol of 1901. This stipulates that "all the duties on importations levied ad valorem will be converted into specific duties as far as it is possible to do so and without the least delay. This conversion will be established as follows: the average value at the time of their disembarkation during the three years 1897, 1898, 1899, will be taken as the basis of the valuation; that is to say, the value on the market, deduction being made of the import duties and the accessory expenses." Since 1902 the prices of most commodities have doubled and in some cases have even trebled while the tariffs fixed at that time still obtain. Hence the actual tariff rate is es-

timated at only three and a half percent, often less.

The Treaty of 1812 compelling China to adopt a conventional tariff was modified in 1902 by the Mackay Treaty concluded between Great Britain and China, followed by like conditions in treaties with the United States, Japan and Portugal. Great Britain and the other nations named agreed that China should have the right to levy a surtax of seven and a half percent on imported goods upon the fulfillment of the following conditions: (1) if the "ilklin" (internal tariff tax levied at points in the interior) should be abolished; (2) if all "most-favored nations" should join in the undertaking; and (3) if their assent were not to depend on any political concession or any exclusive commercial concession. These conditions were never fulfilled. In 1912 the question of revision was brought up but nothing was accomplished. As a matter of fact China never received the benefit of this right to levy a surtax of seven and a half percent.

In August, 1917, after China had declared war on Germany, the Allied powers were persuaded to agree to the raising of the tariff to an effective five percent.

The question at once arose as to what was to be the basis for revision. The determination of this formula took fully five months, the chief cause of the deadlock in April last year being the insistence of Japan that the import of cotton yarn and the export of cotton, iron and wool should be exempted from duty and that the prices of commodities existing in 1917 should not be taken as a basis for revision. Of the fifteen powers represented at the Conference a vote was taken early in the spring, fourteen powers voting in the affirmative and Japan alone voting in the negative. The question being whether or not to take the former basis of tariff as adopted in 1902 and simply add a surtax of something like 40 percent to take care of increased valuations. Japan would not agree to this, and the work of the

Commission was held up as the result. The final agreement, reached in June, 1918, was the effect that the values of goods are to be based on their values in 1912-13-14-15-16, these values to be revised wholly or in part two years after the termination of the war.

In the first place the conventional tariff provides for a uniform rate of five percent on imported and exported goods which is entirely too low for revenue purposes. In the second place, it does not distinguish raw materials from manufactured goods or luxuries from necessities. Consequently it fails to do justice to the poor people who have to depend for their existence upon the necessities, and it affords no protection for Chinese infant industries which are just beginning to develop in that country.

These intolerable conditions are actually responsible for the political intrigues carried on through the various foreign loans that threaten to destroy the fiscal independence of the Republic of China. How outrageous to speak of the Chinese incompetency in finance when she is thus bound not to raise money as do other nations! Could Japan or the United States so readily meet their obligations on a 3 percent tariff? Today the United States average is 12½ percent; Japan's 16 percent. Justice must not be denied to China. If China is to be given a fair chance to work out her own salvation she must have the power to raise a proper revenue by her tariff.

This will be beneficial not only to the Chinese nation but also to all the treaty powers concerned. A stable government based on sound finance

will enable the Chinese people to improve their production and transportation facilities, develop their natural resources and increase both the volume and the value of their international trade and commerce. The fact that "ilklin" has been a great obstacle to both internal and external trade and that its abolition must necessarily be accomplished by increasing the tariff rate as a compensation makes it even more necessary that these tripping tariff restrictions on China should be abolished.

It is clear to every thoughtful person that if China is unable to develop her resources she will have no foundation for foreign trade. She will be hampered in giving that splendid contribution toward the development of the world which she is so abundantly endowed to make for peace, justice, philosophy, art, business honor and thrift.

It is unbelievable that the great moral and awakening business forces sweeping throughout the world will continue to deny justice to China. To help China the world may well heed the words of Washington's farewell address to "observe good faith and justice to all nations." The Peace Conference representatives at Paris, we believe, appreciate that they are not patching up a temporary truce but are building for humanity and the ages. Both justice and self interest demand that China should have restored to her as rapidly as can be safely managed the tariff autonomy to which every free and self-respecting nation is justly entitled.

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## Peking Answers Complaints On Kinhan Rail Conditions

Blames Bad Conditions On Peking-Hankow Line  
On War But Its Excuses Are Weak

(From Our Own Correspondent)  
Peking, April 15.—The reply of the Peking-Hankow Railway authorities through the Ministry of Communications and the Waichiao to the criticisms of the Diplomatic Body with respect to the mismanagement of the railway due to the interference of the military men has not given the satisfaction that doubtless the railway authorities hoped it would give. In business circles the reply is regarded as very unsatisfactory, and the following points, suggested by a Peking business man, give the general tenor of the prevailing criticism.

The Kinhan Railway authorities admit that the transportation problem has been growing more and more difficult year by year, but the excuse put forward, that the war is largely responsible, is inadequate. It is stated that the Kinhan Railway was short of rolling stock long before the war began and neglected to purchase when it had the opportunity. Even after the war began there were two years and a half in which it was possible to purchase, at not greatly enhanced rates, from the United States. Had a policy of providence been adopted, a comparatively small expenditure five, four or even three years ago would have been effectual in saving the enormous sums that must now be spent if the rolling stock is to be brought up to a standard adequate to traffic requirements. Not a little of the loss has arisen from the fact that the military have practically done what they liked along the whole length of the line, both with material and equipment of the permanent way and with rolling stock.

It is not correct to suggest that the chief complaints against the present state of affairs come from foreign interests. Chinese complaints are much more frequent and forceful than those of foreign concerns, but they do not find their way into the public press, and so it is suspected that they find their way into the wastepaper baskets of the Ministry of Communications. It is known that commercial bodies from nearly every district through which the railway passes have made complaints quite as severe as those of foreign companies. This has been especially the case with those Chinese commercial circles interested in perishable produce, such as foodstuffs, which have been held up by the hundreds of tons for lack of rolling stock, due primarily to shortage, in the second place to commandeering of rolling stock by the military, and in the third place to discrimination in the allocation of rolling stock.

The argument that there were practically only two mines from which the Kinhan Railway could get its coal is worthless. There are the Ching Hsing mines, virtually German owned,

In whose interests there has been such marked discrimination in car allotment, the Linchang mines, which, though disabled by floods for some time, have been for quite a long period capable of supplying the railway with precisely the kind of coal it wants, and were as a matter of fact originally opened to supply the railway; and the Liu Ho Kou mines, which the Lung Yuen Company is trying to secure. In 1915 these last had a very important production, quite sufficient to meet the wants of the railway, and these mines as well as the Linchang mines came to the rescue of the Kinhan Railway when at one time the Ching Hsing mines refused the Kinhan coal except on terms that were ridiculous. Except on this one occasion the Kinhan Railway has seemed to regard itself as at the disposal of the Ching Hsing mines, but conducts its business with the other mining interests in a high handed manner. Had the Linchang mines been accorded the same treatment as the Ching Hsing mines they would have been only too glad to supply the coal needed by the railway, but for a long time the Ching Hsing mines have had a preferential treatment to which on a fair business basis they were not entitled. The Kinhan Railway, as a matter of fact, is paying less for its coal than the Kinferg Railway, and this is due solely to the fact that the very existence of the Linchang mines makes a monopoly price impossible.

The Ministry of Communications has so devoted itself to the interests of traffic that it has actually used ballast cars for traffic purposes. The fact is that the ballast cars have only been used by the Lung Yuen Company for carrying iron ore from the Kinhan Railway to Hankow, an experimental piece of economics that cannot be justified unless the freight rates charged are absolutely nominal. So that the real benefit has not been that of the general public, or of the Kinhan Railway, but of the Lung Yuen Company, which has a good many other privileges also on the Kinhan line.

The fact that the company ran its service at China New Year and is now putting this forward as a sign of virtue and regard for public interest is regarded as a good joke, for it is well known that never since the railway started running has there been suspension of traffic for China New Year.

The whole reply is regarded as very feeble indeed, and as one of the best arguments yet put forward for the commercialization, unification and internationalization of the whole system of Chinese Railways; and it is expected that when the reply has been considered by the various foreign and Chinese commercial interests concerned a very vigorous counter-reply will be drafted.

### Shanghai College Notes

Dr. R. G. Boville, director of The International Association of Daily Vacation Bible Schools, visited the College recently, and spoke to the Faculty and Students concerning Vacation Bible Schools. The students responded heartily to his proposition to give a part of their vacation to teaching Chinese boys and girls during this coming summer. Dr. Boville addressed the Shanghai Medical Missionary Association which met at the College Wednesday, from four to six p.m., and on Friday he spoke to boys and girls of the Vacation Bible School at the Yangtsepoos Social Center. The children presented him with a Chinese flag to take back with him to New York City to show the American boys and girls.

The Medical Missionary Association was entertained at the College on Wednesday afternoon from 4 to 6 p.m. and listened to papers on "The Missionary Side of Our Work." These were given by Miss Clark, from the nurse's standpoint; Rev. Cameron F. McRae, from the evangelist's standpoint; Dr. G. A. Huntley, from the doctor's standpoint.

The building of Evanston Hall is proceeding rapidly, the walls at the present time being about ten feet high.

The new gymnasium has recently received its equipment from America and is now properly equipped for classroom work, with clubs, wands, balls, etc., and for apparatus work, with bars, rings, horses, etc.

A recent meeting of the Board of Managers was notable for the passing of several progressive measures: (1) the decision to put in electric lighting, taking the current from the Riverside Power Station of the Municipal Council. (2) The election of Messrs. Miao Chow-seng and Ni En-tsen to assistant professorships.

The Science Club met on Friday evening and listened to an address by Mr. P. L. Bryant, of the McDonnell-Chow Corporation, on "The Chemical Industries of China Today."

A most interesting illustrated lecture was delivered to the student body Thursday evening by Mr. Bocker, of the Associated Mission Treasurers on "The Job of Training Airmen." Mr. Bocker was in aeroplane service during the war.

### Daylight Saving Adopted In Chefoo

(CHINA PRESS OWN SERVICE)  
Chefoo, April 19.—At midnight tonight all clocks in Chefoo will be advanced an hour, marking the adoption of the daylight-saving system now in vogue at Shanghai.

### TSINGHUA CONFERENCE

China Press Correspondence  
Peking, April 17.—The Tsinghua anniversary and conference on May 3 will be of especial interest to teachers of English this year. Tsinghua is compelled, by nature of the case, to specialise in English and the three-fold program which the Department of English has prepared will doubtless be of great value to those who are fortunate enough to

be able to attend it. The program is as follows:

1.—The presentation of characteristic activities of the students in the classroom that have proved valuable aids to the student's acquirement of a mastery of the English Language. In elementary English a conversation class will illustrate the use of the direct method. In more advanced course such exercises as debate, work, parliamentary drill, a spelling contest, etc., will be used to illustrate the different lines of work and various stages of advancement.

2.—A stationary exhibit of characteristic written work of the students and other data relating to the work of the English Department.

3.—A conference of teachers of English and the annual business meeting of the North China Association of Teachers of English with reports of officers and committees and the election of officers for the ensuing year.

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## Did American Head German Spy System?

Who is "Frank Richards," the mysterious American revealed by the secret service of the Allies to have been the directing head of the Kaiser's naval spy system, with headquarters in Berlin? The man who answers that question will solve one of the most baffling, most engrossing mysteries of the war. Secret service agents of Great Britain, France, and the United States, by pooling their knowledge, have collected only scraps of information about "Richards." He organized hundreds of German spy and bomb plots in the United States, Mexico, and other countries in Central and South America; he was born in the United States; a personal order from the now fugitive Kaiser placed him at the head of the German naval spy system; he visited the United States early in the war to look over the ground and personally instruct his agents. Says a writer in the New York Herald, discussing this powerful and mysterious personality:

It is known that for upward of five years at least "Richards" has had charge of all the German spy work laid down for operation on the western hemisphere. From the start of the war in the summer of 1914 secret agents of the Allied nations, both in this country and in Europe, have been aware of his activities as head of the German naval spy system, but at no time have they been able to learn the man's real name or the identity of his family in this country.

Soon after the invasion of Belgium by the German hordes in August, 1914, secret agents of France learned that an American was in charge of an important branch of the Hun spy system, with headquarters in the German Foreign Office in Berlin.

Warning of the fact was sent to the secret services of Belgium, France, and Great Britain, and immediately every effort was exerted to learn the identity of the man. As the conflict wore on evidence that the man was conducting his spy activities through branch headquarters in Spain, the Netherlands, Sweden, and Norway began to fall into the hands of secret agents.

Eventually it was learned that the spy chief had extended his operations to the United States and other countries on the western hemisphere, and then a report reached French secret agents that the American had succeeded in evading detection in Holland and had steamed from that country for the United States on board a steamship of the Holland-America line.

While government agents here will not discuss the matter, it is understood that the man arrived in this country in the early part of 1915 to arrange for the organization of German spy and bomb plots.

How long "Richards" remained in America or when and how he returned to Germany is a mystery to the Allied secret-service men in this country who were charged with the task of getting on his trail. That he had safely returned to Berlin, however, became known in the early part of 1916, when it was discovered that agents sent to America at about the time hostilities began in Europe were receiving money from German agents in neutral countries through officials of German-owned manufacturing firms in the United States, Mexico, and other countries in Central and South America.

When the United States declared war on Germany the German spy and bomb-plotters in this country were thoroughly organized. British secret-service men had learned before that the Baroness Maria K. von Kretschman had arrived in this country on board the steamship Bergenfjord, on January 21, 1917, under the name of Mme. Maria K. de Victoria.

The information which the British secret service received stated that the baroness, although at one time a student of political economy in the University of Heidelberg and later at a university at Zurich, Switzerland, was a drug addict.

Upon the woman's arrival here she was trailed to the Knickerbocker Hotel. Later she moved to the Waldorf-Astoria Hotel, and then to the Netherlands Hotel, where she was known as Mme. Maria d'Vussiere.

At the time Jeremiah A. O'Leary, John T. Ryan, now a fugitive from justice, and other leaders of the Irish movement in America were at the height of their anti-British propaganda work. The secret agents of the Allies soon learned that Mme. d'Vussiere, as she was then generally known, was spending money lavishly in hotels about the city and that she frequently was in conference with leaders of the Irish-freedom movement here.

From the start it was realized that the woman had been supplied with information about these men in Berlin, and it immediately was concluded that the official who supplied the information was "Frank Richards."

It was while the agents of the American and Allied secret service were watching the woman, O'Leary, Ryan, and others that it was discovered that the woman had established a rendezvous in an apartment in Riverside Drive, where almost every day she was in secret conference with the anti-British leaders.

At about that time it was learned that an officer of the Imperial German Navy, about whom the foreign secret-service men in this country had been warned some months before, was at the head of a band of bomb-plotters in this country which had been organized by "Richards" in Berlin in the summer of 1916.

French and British secret-service agents in Sweden had learned that the man had arrived in this country from a neutral country on November 11, 1916, and that he had been in con-

### Mysterious Frank Richards Is Supposed To Have Directed Secret Service Activities From Berlin

ference with the Baroness von Kretschman in "Richards'" office in Berlin before the spy chief had started for this country to carry out the bomb plots here.

Through secret channels the agents of the Department of Justice learned that the woman was in communication with the head of the German bomb-plotters in this country, and it was not long before it was discovered he was Lieutenant-Commander Karl Rodiger, of the German Navy.

The magnitude of the spy and bomb plots mapped out by "Richards" while he was in this country then began to dawn on the secret agents of the United States and the Allies. Information obtained by agents indicated that the Baroness von Kretschman had been selected by "Richards" to conduct that branch of the spy system in America which would encourage Irish sympathizers here in aiding in the defeat of Great Britain through an anti-British campaign. At the same time she was to use those same Irish sympathizers to obtain information about the departure of Allied vessels laden with munitions and foodstuffs for France and England.

It soon became known that Jeremiah A. O'Leary and John T. Ryan, a Buffalo, N. Y., lawyer, had introduced an unnamed man, who may be known as John Doe, to the Baroness von Kretschman.

This man's connection with the Irish movement in the United States had become known to the agents of the Department of Justice some time before, and a watch immediately was placed on him. Agents of the Department of Justice followed him one day to the office of a German importing firm in the financial district. The man was ushered into a private office.

As he stepped on the sidewalk a high-powered automobile, later found to be the property of one of the members of the firm, pulled up to the curb and the man got inside. The government agents hurriedly commandeered the automobile of a broker and, after a roundabout ride of four hours' duration, the importer's automobile pulled up in front of an apartment house in the Washington Heights section.

That night it was found that this man was a frequent caller at the apartment of a man known in the house as "Dillon." The agents of the Department of Justice also learned that "Dillon" spoke with a decided German accent. The agents reported to their superiors that they were certain they had at last got on the trail of the head of the German bomb-plotters in this country.

Eventually the man was found to be in communication with the Baroness von Kretschman at the Riverside Drive apartment. Arrangements were made to trap the man. It was found that he made frequent trips to the office of Rudolph Binder, a German exporter, at No. 85 Broad Street, and Dr. Hugo Schweitzer, head of the Bayer Chemical Company, since sold as German-owned property.

He also called frequently on Albert Paul Fricke, manager of Richter and Co., American representatives of a German toy-manufacturing firm, with offices at Nos. 74 to 80 Washington Street. A close watch on all three places revealed that "Dillon" received mail from Fricke, Binder, and Dr. Schweitzer. Binder and Dr. Schweitzer have died since.

It developed, says the writer, that the long arm of "Richards," reaching from Berlin, controlled the development of these various intrigues. Before Lieut. Karl Rodiger left Germany, "Richards" supplied him with a list of "post-offices" where he could receive code messages, and deliver money, through channels existing in the neutral countries of Europe. Agents were scattered throughout America, and linked up with "Richards" in Berlin. The account continues:

When the United States declared war on Germany the Baroness von Kretschman had established herself at the Nassau Hotel, Long Beach, L. L. O'Leary, Ryan, Jay Willard Robinson, law stenographer, then alleged to be in the employ of O'Leary, and Lieutenant-Commander Rodiger were frequent callers on her there. As a result of conferences with

her, it was arranged to send Robinson to Rotterdam to meet "Richards."

Robinson was to act as the "go-between" for the Baroness and Rodiger in the transmission of code messages written in invisible ink to "Richards," and at the same time he was to insist on a personal answer from the Kaiser regarding the latter's attitude toward the movement for the freedom of Ireland.

Robinson on April 16, 1917, went on board the oil-tank ship American at Halifax, N. S., as one of the crew. He arrived at Rotterdam on May 4, where he delivered the message from the Baroness and Rodiger. "Richards," it is alleged, then conducted Robinson to Berlin, where the Kaiser's personal military representative requested him to convey to O'Leary and his associates in this country the information that Germany was going to win the war, and that when the German-controlled peace conference was in session the Kaiser would insist that Ireland be released from British control and permitted to become a republic.

Before Robinson left Berlin he received a communication in code for Rodiger written in invisible ink. He returned to the United States on June 20 and registered at the Hotel Navarro, Seventh Avenue and Thirty-seventh Street, as R. J. Young. The next day he met O'Leary, who took him to an apartment on the upper West Side, where Robinson remained until July 7, when O'Leary took him in an automobile to the Long Beach Hotel, where Robinson delivered "Richards'" message to the Baroness. In the meantime, Rodiger had received \$11,000 from Fricke, the naturalized American head of the Washington Street toy-importing firm. That money was for the purpose of carrying out bomb plots on steamships leaving the United States for Europe and on piers and in storage-houses throughout the country containing munitions and foodstuffs for the American army.

The \$40,000 with which "Richards" had provided the Baroness on her departure from Germany for this country had been spent, as well as an additional \$20,000 which she had managed to obtain from German financial agents in this country. The Baroness was in financial straits because "Richards" was not able to keep up a steady stream of money with which she might finance the Irish anti-British propaganda scheme and her spy work. She had to call on Ryan to advance her \$4,500, which was to be paid as soon as she had heard from "Richards."

Ryan then arranged to send an Irishman, known only to the government agents as "Jerry," as a secret messenger to "Richards," whom the man met in Rotterdam several weeks later. "Jerry" was a seaman on board a neutral vessel which left this port in the latter part of December, 1917. He received secret messages from the Baroness, Rodiger, and Ryan, upon the delivery of which "Richards" was to turn over to him \$20,000 for the Baroness.

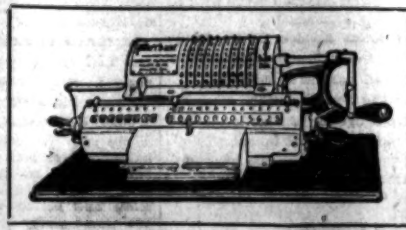
The silence of "Jerry," Ryan's messenger to "Richards," in Rotterdam, began to worry the Baroness and Rodiger, however, and great was the woman's surprise on the afternoon of April 24, 1918, when agents of the Department of Justice arrested her at the Long Beach hotel.

Seven days later Rodiger was arrested. At the same time O'Leary, Fricke, Emil Klipper, and Robinson were arrested. Indictments for violation of the espionage law and conspiracy to commit treason were returned against them and the Baroness and Ryan, who in the meantime had fled and has not been recaptured. Government agents learned after the arrest of the Baroness that "Jerry," Ryan's messenger, had returned from Rotterdam with \$20,000 which "Richards" had given him and had turned the money over to Ryan. It is alleged by government agents who worked up the case against the leaders of the German spy and bomb plots here that Ryan used that money in effecting his escape into Mexico, from which country it is believed he was taken by submarine to Germany.

Within the last few weeks indictments have been returned by the Federal Grand Jury in this district against Rodiger, Fricke, Ryan, and Robinson, charging them with treason in connection with German spy and bomb plots here.

The identity of "Frank Richards" is admitted in the indictments to be a mystery to the United States government officials.

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# THE CHINA PRESS

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## Today's Church Services

**Holy Trinity Cathedral.**—Easter Day 6:30, 7, 8, 9:30 a.m., Holy Communion. (8 a.m., Holy Communion Bubbling Well Chapel). 10:30 a.m., Matins and Holy Communion (Sung). Harwood in A flat; Hymns 134, 322, 136. Preacher: The Dean. 3 p.m., Children's Festival Service. 6 p.m., Evensong. Walmaley in D. Preacher: Rev. C. J. F. Symons, M.A. Hymns 131, 134, 136.

**St. Andrew's Church Broadway.**—Easter Day. 10:30 a.m., Matins and Holy Communion; Preacher: Rev. C. J. F. Symons, M.A. 6 p.m., Evensong. Preacher: Rev. D. A. Callum. **Union Church.**—Easter Sunday, April 20, 11 a.m., Preacher: Rev. C. E. Darwent, M.A. Subject: "The Glory of Easter"; Chant 10; Anthem "Awake unto my glory." (Barby); Hymns 156, 176, 151, 6 p.m., Preacher: Rev. C. E. Darwent, M.A. Subject: "The Easter message of today." Chant 88; Hymns 153, 151, 155, 693.

**American Song Service.**—The American Song Service, in the Palace Hotel at 5 p.m. will be a special musical service. The Sacred Cantata by Dubois, entitled "The

Seven Last Words of Christ" will be rendered by a double quartet assisted by the following soloists: Miss Myra B. Olive of Soochow, soprano; Mr. C. S. Keen of Nanking, tenor; Mr. A. J. Loehr of Shanghai, baritone. There will be other special vocal and instrumental music. No address will be given.

**Shanghai Free Christian Church.**—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning 11 a.m., by Rev. J. W. Lowrie, D.D. Evening 6 p.m., by Mr. James Hutson.

**St. John's Pro-Cathedral, Jessfield.**—Evening Prayer in English at six o'clock, Preacher: The Right Rev. F. R. Graves, D.D.

**St. Joseph's Church.**—Easter Sunday. Masses at 7, 8 and 9:15. At 11 a.m. Solemn mass. At 5 p.m. Benediction of the Blessed Sacrament.

**Sunday Service League.**—Martyr's Memorial Hall, Chinese Y.M.C.A. 5 p.m., Address by the Rev. John W. Nichols, St. John's University, on "Resurrection." Special music. Collection for Institution for Chinese Blind.

## Cullings Of New American Verse

The following verse, reprinted here from "Poetry," was written by Gladys Cromwell, who, with her sister, Dorothea, "lapsed from" the deck of an Atlantic liner January 19, after undergoing the terrible strain of a year in France as a canteen worker.

### The Mould

No doubt this active will,  
So bravely steeped in sun,  
This will has vanquished Death  
And foiled oblivion.  
But this indifferent clay,  
This fine experienced hand,  
So quiet, and these thoughts,  
That all unfinished stand,  
Feel death as though it were  
A shadowy caress;  
And win and wear a frail  
Archaic wistfulness.

GLADYS CROMWELL.

### When I Read Names Of England

(From the Atlantic Monthly)  
When I read names of England  
Old as the Druid stones,  
I fall into a dream of men  
Now but a dust of bones.  
Around Tintagel hangs the shroud  
Of fame of crumbled kings;  
Though, Quarley Down is pasture  
Now,  
Anciently it sings.

Ambleside and Bow Fell,  
St. Anne's-on-the-Sea:  
The quaintness of an elder day  
Imparts their wizardry.  
Do they speak out to Englishmen  
With strange and haunting notes?  
Does long-familiar music still  
Tighten the English throats?

If I were a British yeoman  
Caught by the spell of a name,  
I wonder if Vermont would burn  
With Cornwall's primrose flame?  
Would there be mystery in these  
Tomstones and Buffalo?  
And in Chicago, scarred with wounds  
London does not know?

Quarley Down was young once,  
Clovell not at all;  
Two thousand years and Michigan  
Will bear the eyes of Saul;  
Two thousand years and one will  
Sigh,  
Dreaming over the word,  
Michigan! Michigan!  
And I shall have heard  
B. K. VAN SLYKE.

### Decorations For Valor

(From Poetry)  
This boy, who stands so straight  
While the general pins the medal on  
his coat,  
May be thinking of a frame house  
On Kelley Avenue in South Bend,  
Or of the misery of having every one  
look at him  
While the trumpet blare.  
But if I should ask him if he remem-  
bered  
Curious of Rome,  
Or the St. Louis Knight,  
He would shake his head awkwardly  
And say,  
"No, ma'am."

HORTENSE FLEXNER.

### Morning On The Hill

(From the New Statesman)  
Softly, softly, the long bare boughs  
are rubbed together,  
A dry leaf spindles down, like a  
bird's light feather.  
Still, oh still!  
Silence bath laid, in her woods and  
on her hill,  
The sighing wind by the heels:  
And a thin mist smokes over, gen-  
tly by stealth.  
Across the bare furrows and the  
grass and settles down  
Colling in faint wreaths among the  
golden stones of the town.  
Still, oh still! There is harm in  
speaking,  
Speech is too hard, speech only  
means waking  
Into a world of words where lovely  
things are bound by names,  
Where we pursue color and call her  
flowers or flames.  
Yet speak, if you will, or rather sing  
As softly, softly, as the bare boughs  
rubbed together.  
Make no more sound than touch of  
leaf or feather.  
A song as vague as the mist-wreaths  
that cling  
Round the woods and the fields and  
the bare sides of the down  
And the tall ghostly gleaming houses  
of the town.  
A song that shall mix with silence, a  
faint tenuous thing.  
Then, then, we may escape in the  
magic of the hour  
Whether thought is still, whether the  
brain has no power  
And words have no meaning but only  
their sound.

EDWARD SHANKS.

### A Poet To His Father

(From the Sonnet)  
Did you, in those few years before  
you died,  
Dream of the grievous dreamer I  
should be,  
Busied with witless lamps, and  
come to see  
All darkness in the star no night can  
hide?  
Did you, from foreign sorrows, turn  
aside  
To ways the angels pave and angels  
press,  
And say, "He too must know this  
old distress,  
And plough impetuous seas no ship  
will ride?"  
Poet in truth, whose face I never saw,  
Except with childish eyes, alike for  
us  
The sudden dawn, the cavern lum-  
inous:  
Whose pictured look is all-unuttered  
ave,  
You too had known the nameless  
ache, as I;  
You too had dreamed the Dream  
that cannot die!  
MAHLON LEONARD FISHER

## America And Armenia

(The New Republic)

OUR European Allies and friends, so we are repeatedly assured, are eager to have America undertake the guardianship of Armenia. The Armenians themselves, if they had a voice in the matter, would choose America as mandatory in preference to any other Power. This is flattering to Americans. It is a recognition of the national disinterestedness, competence and good will. Besides, Americans are staunch believers in action as the only wholesome outlet for emotion. Since 1885 when the Turks first exhibited their villainous purpose of exterminating the whole Armenian race, American breasts have throbbed with impotent horror over the outrage of Armenia crying for succor. Russia could do nothing for fear of England, nor England for fear of Russia; France could not move without exciting the antagonism of England and Germany, nor Italy without exciting the antagonism of Russia and France. All Europe was forced to stand by, bound hand and foot by competing ambitions and mutual suspicion. As for ourselves, we were far away and committed to a policy of isolation. What we could do we did. We sent missionaries, we maintained schools and orphanages, with the net result of providing the next outbreak of Turkish fury with more and better cultivated victims. We would gladly have done more, but there was no place for our action under any law which then existed.

But now a new law of nations is coming into being. It rests with us alone to say whether or not we shall undertake to assist Armenia, victim of infinite oppressions, to independent statehood. That is a grave responsibility, we recognize. And before we assume it we wish to be clear with ourselves on the two vital particulars: Is the undertaking really feasible; and if it is, are we the nation to carry it out instead of any other?

Geographically considered, the territories that ought to fall to the Armenians are sufficient, rich in soil and varied to offer an adequate basis for independent national life. They are well enough defined by mountains, desert and sea, with comparatively narrow stretches where artificial boundaries must take the place of natural ones. The Armenian population lacks none of the elements essential to state building. The Armenians are a people of remarkable intellectual gifts and of still more remarkable practical abilities. Whether as shepherd, farmer or orchardist, whether as artisan, merchant or banker, the Armenian is a superior type of worker. In the midst of Turkish night the Armenian has managed to attain a degree of literacy only surpassed by the more favored nations of western Europe. In the midst of robberies and exactions such as would utterly break the industry of another people, the Armenian has managed to attain material prosperity. Between the periods of massacre the Armenian population renews itself as a green growth of mountain sides renews itself between the forest fires. Such tenacity, such vitality are worth guiding into organized statehood.

We have said nothing of political instinct. What if the Armenians lack that quality? Whatever "political instinct" may actually be, the Armenians are likely to exhibit enough of it for independent national life. They are intelligent, they are loyal to their ideals and to their leaders, the whole of them are a patient. They have managed their local affairs frictionlessly; they have conducted their church affairs democratically; they have given the Turkish Empire some of its ablest administrators. It is not a benighted people, just rising out of tribal barbarism, that is proposed to launch on a career of statehood.

Still, does not the presumption run against a people which in twenty-five centuries of recorded history can point to hardly a century of freedom? Armenia, like Serbia and Rumania, was geographically a corridor, in the era, only recently closed, when the greater population masses of east and west swept back and forth in ceaseless tides of conquest. Assyrians, Medes, Persians, Arabs and Turks, who most harried the Armenians in their incursions, have disappeared or dwindled to insignificance. Say that a modern state of six or seven millions is established in Armenia: there is not another state anywhere in vicinity that could challenge its safety. The Turks, thrust westward into Asia Minor, could not, nor the Arabs beyond Lebanon, nor the Persians, engrossed in holding the vestiges of their own culture, nor the future cosmopolitan state that may be planted in Mesopotamia. The situation of Armenia will be far less hazardous than that of Belgium or Holland, Poland or Czechoslovakia, Hungary or Rumania. Armenian state-building is not an enterprise foredoomed to frustration.

Armenia's difficulties lie in the present, not in the future. Chief of these is the hopeless mixture of races, languages, religions, characteristic of the whole empire of the Turks. Only in insignificant tracts is the Armenian population free from alien admixture. There is no considerable province in which the Armenians count for an absolute majority. It has been said that in the whole territory that the Armenians are likely to be granted there are two non-Armenians to one Armenian. That may be an exaggeration. But the Armenians themselves admit that they are a minority, although easily the most numerous single people in the whole mixture. How could they be expected to exhibit a majority status, when the Turk, by successive massacres, has thinned them down and scattered them?

Armenian state-building involves processes peculiar to the Levant and the Balkans, processes of redistribution of population. We have seen how, with the rise of Christian states in the Balkans, the Turks, even without propulsions, have emigrated en masse

into Asia Minor. Except as masters privileged to plunder, the Turks do not know how to live among Christians. Therefore, if Armenia is erected into a Christian state we may confidently predict that much of the Turkish population will remove itself to the Turkish districts of Anatolia. On the other hand, the Armenians scattered through Anatolia and the remaining fragment of European Turkey may be expected to return in large numbers, once Armenia is free. Of the remaining alien population, the minor elements will in large part be assimilated. That will hardly be the case with the Greeks of the Black Sea littoral, who have managed to preserve their nationality since before the days of Xenophon. But these Greeks have always lived on good terms with the Armenians, and there is no reason why they should not retain the Greek character and language and still prove harmonious elements in the Armenian state.

What is expected from the Power endowed with a mandate for Armenia is an assurance of peace and domestic tranquility while the Armenian nation consolidates itself by the natural processes of emigration and immigration, assimilation of alien elements of low culture and accommodation with alien elements of high culture. Would such assurance involve great difficulties and expense? There is no natural risk of attack from without. Even the Turk, after his late experiences, will long exhibit a distaste for military enterprise. There are turbulent elements within that will require watching; the Turks who prefer to remain, the Kurds and various lesser peoples. A well organized police will be necessary, but given an efficient nucleus and good officers, the Armenians themselves can produce the necessary personnel and support it. We have seen how it is possible thus to organize an efficient native force, in the Philippine constabulary. There are more turbulent peoples to control in Armenia, perhaps, but Armenian support of a national constabulary would be far more universal than was Filipino support of the Philippine constabulary, at any rate in the early years.

What else would be required of the mandatory besides keeping the peace and holding in check a too ardent zeal for prompt nationalization of alien elements? The economic development of the country would repay fostering care. There are railways and roads to build, mines to be opened, irrigation projects to be set under way. Provide work, and the police problem will simplify itself as it has in the Philippines under the recent general prosperity. But this involves the investment of capital. Is the mandatory Power required, then, to furnish capital and assume the risk of loss? No; under the mandatory system one Power will have as good right as another to trade with Armenia. Loans are an incident of trade, and the nation which provides Armenia with rails and machinery will extend the loans that make the trade possible. In view of the Armenian reputation for thrift, it may be doubted that capital invested in Armenia can long remain alien. In a decade or two the Armenians will have saved enough to control their own means of production.

Such, in general terms, is the kind of problem the mandatory for Armenia will have to solve. Much good will and tact, some trained administrators, a small military force, a temporary loan of capital will be required. The result of effort in the line of a state quite capable of holding its own, and contributing richly to the common stock both of ideas and material goods, appears assured. That is the kind of transaction America can hardly refuse to undertake, if there is good reason why America, rather than another Power should undertake it.

Why do our European Allies, why do the Armenians themselves, look to America? Principally because America is disinterested, and disinterestedness is absolutely essential to success in the enterprise. If England undertook it, she might be suspected of trying to consolidate her claims in southern Asia Minor. We are granting that the motives of these Powers are pure. It is equally important that the motives of the mandatory Powers should be beyond suspicion. Else every counsel of moderation might seem a device for extending the status of guardianship into the indefinite future.

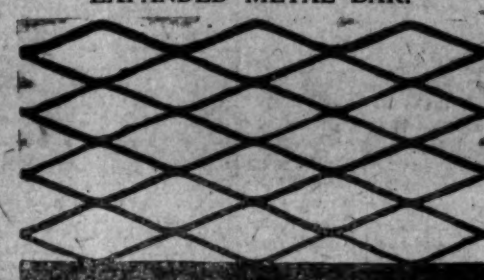
Our motives are pure now, but we are human. Once we have established ourselves in a quasi-imperial position, shall we readily turn our wards free, to complete their national development according to their own desires? America has proved, in the case of Cuba, that she is capable of controlling any imperialistic desire latent in her. There we were bound, it is true, by the Platt Amendment. But we are preparing to withdraw from the Philippines, under no other compulsion than our own conviction that what a people is competent to manage its own affairs, it ought to be free. No other people has ever given a similar proof of devotion to the principle of self-government. Therefore under no other Power as mandatory could Armenia have equal assurance that she would not remain in tutelage beyond the period when it is to her own advantage.

But what would the United States get out of the Armenian enterprise? A consciousness of a job well done, of a nation saved, in the first place. And in the second place, a material reduction in the risk of disorder in the world. With Armenia free and prosperous, orderly civilization will have an outpost in Asia Minor. That quarter will not become a second Balkans, as it must, if Armenia is left to disorder, or thrown a prey to a recrudescence of imperialism. In the long run, the reward will be worth the effort.

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## OVER HERE!



By Callahan

## Have We Air Pirates Already?

The Dutch paper *Telegraaf* reported that on November 15 aeroplanes dropped bombs on the castle at Swalmere, where the ex-Crown Prince of Germany is staying. No suggestion is made as to the nationality of the aeroplanes, except by the parenthetical remark that Swalmere is only three miles from the German frontier. The report does not mention any casualties, nor does it say how the ex-Prince bore himself under fire, though it would have been interesting to have known, since, according to popular report, he has had no previous experience during the war of being under fire, having left all that to the German "cannon fodder" which he so recklessly and cynically sacrificed.

The report is vague in the extreme, but whether or not true, it suggests various exciting possibilities in the future. Piracy and smuggling by aeroplanes are possibilities not to be overlooked. Of course, while all Europe is still armed, and the German army resembles a pack of wolves without a pack leader, nothing could be easier than for some German airman who disapproves of the ex-Crown Prince's conduct in general, and is resolved that no counter revolution shall ever make him emperor, to paint out the national marks on their machines, fly high above the clouds into Holland, dive upon his residence and release their bombs. In any case, still retaining its discipline, and the discipline of active service at that, such action would be wildly impossible.

In times of peace such raids would be less easy. All aerodromes and their aeroplanes will, of course, be registered; the movements of aircraft will be even more strictly under observation than those of seagoing ships, for the simple reason that their periods of absence from terra firma are necessarily much briefer.

Moreover, air pirates could never stop a commercial aeroplane and call on it to "stand and deliver." They could never get away with booty, and therefore their operations could only be destructive and not profitable.

But one must not overlook the possibility that a power as evil disposed and reckless as Germany was in 1914 might suddenly begin a systematic attack on all the aircraft of a rival. The experiences of the past warn us to be cautious in the future.

It will be the task of the Royal Air Force to guard the air merchantships of Britain. For years their work may be as bloodless as was the work of the navy from Navarino to 1914, but the navy was needed at last, and it would be very rash to declare that the Royal Air Force will never again send a foe down in flames.

We must remain prepared on land, on the sea and, last, but not least, in the air.

## Musical Matters

By R. B. Harry, Mus. Bac.  
Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, enclosing real names and addresses, not necessarily for publication.

It is good news to learn that, with a view to the forthcoming Peace celebrations, the Westminster Abbey bells are to be rehung and generally

put into repair. The expense is, it is said, to be defrayed by two anonymous well-wishers, who well deserve the thanks of every bell-lover in London. When the bells were rung on armistice night it was found that they were in so parlous a condition that only the smaller ones could be used, a state of affairs which is deplorable for such a historic pile as the Abbey. Happily, we have never had to imitate the Germans in melting our church bells for the

purpose of munition-making, but an annual expenditure for keeping bells in good condition cannot be very great. Had this been done, it would not have required two anonymous donors to offer a comparatively large sum to rescue them from a state brought about by neglect of periodical attention.—*Musical Notes.*

Amidst the violent strivings after some musical originality, it is not easy for a composer to hit upon an entirely new device, but Mr. Frederick Delius must be credited with this in his new work, "Eventyr," a Ballad for Orchestra, which was produced by Sir Henry Wood at the Symphony Concert at Queen's Hall, London, recently in the presence of the composer. It consists of nothing less than the enforcement of a strenuous climax with a shout of men's voices behind the orchestra. The music depicts an imaginary adventure among the trolls and giants of Norwegian Folklore, so that the device is not entirely out of keeping with the subject, but the effect is questionable; the mind seems to be too rudely switched off the abstract on to the realistic. People will, however, be anxious to judge for themselves, and irrespective of this, the work is so charming that it adds to the laurels already gained by the composer, and will naturally claim the attention of the public.

Delius has had a new violin concerto played for the first time by Albert Sammons. According to critics it is "eminently satisfying and elevating." The score bears the inscription "1916 Giez-sur-Loire." In this work no key-signature is used and the themes, interwoven throughout form the tone of one movement.

The symphonic "four-movement" structure was for concertos usually reduced to three. The continuous concerto, however, is new and is likely to be followed up, along with the one-act drama and opera. For some time composers have written for string quartet in one movement. The idea received an impulse by the offers of prizes for the best, string "fantasy" based on folk melody, John Ireland, Frank Bridge and others have made a success of this form of quartet writing, and more one-movement works on similar lines are to be expected.

This condensation of expression seems to be in accordance with present day tendencies. The art of the short story is not now the province of the magazine writer alone. There are the perfected miniatures of Leonard Merrick and O. Henry.

"Sonata form" and the symphonic four movements, though capable of great variation, presupposed an effort of attention upon movements whose characteristics were broadly 1. Intellectual, 2. emotional, 3. playful or graceful (Scherzo or Minuet), 4. animated, light or gay. The order varies of course, except the first and last, which are nearly constant. In some of the Beethoven piano sonatas, last movements only came to be added for actual publication. These are sometimes borrowed from earlier discarded works, and so were unrelated to the preceding movements to some extent, as the final Rondo of the Sonata in C minor ("Pathétique"). The later works all tend to be more closely unified. The connecting of movements and the interweaving of some persistent theme throughout has been the main object of experiment in form from Beethoven onwards, through Cesar Franck to Elgar and now Delius. The tendency is more towards continuity and unity than to mere abbreviation, a characteristic of literature also late years, a building up of forms rather than pulling down of old ones.

## Topics In Brief

Mr. Macdonald says the American "melting-pot" has become a caldron. Yes, and it needs skimming, too.—*Omaha Bee.*

Bad as the I. W. W. agitators find this sadly governed country, many of them strenuously object to being deported to their dear old homelands.—*Boston Transcript.*

We do not like to borrow trouble, but we are frightfully afraid that while we are making Europe safe for democracy the party will lose every post office in the United States.—*Houston Post.*

## French Literature Of Tomorrow

French fiction has a color all its own in Anglo-Saxon eyes. French farce, French novels, were all viewed by Americans in the long period before the war, immersed in the prismatic colors of "La vie Parisienne." Now comes Camille Maupolair, best known on this side of the Atlantic as an eminent critic of art and author of one of the best works on Velasquez, and declares that it is time for France to begin a new fashion in its art. "The novel has become too Parisian," he remarks, and with the faint thunder of Stendhal, Balzac, Dumas, Hugo, Flaubert and Zola still shaking the hills where authors dwell all over the rest of the world, it is not hard to believe.

In "The New France," M. Maupolair presents his idea of what French literature of tomorrow will be.

"The war has cut, figuratively, but powerfully, a broad swath between yesterday and tomorrow. We have seen many works and talents which we perhaps prized too highly fall into this trench and rapidly lose their value. We have been thrown outside ourselves by an unheard-of shock. We have felt the need of judging things and men in another manner. In the test, certain writers gained greatly in prestige; have acquired a gravity and breadth of view hitherto lacking. Others, the most brilliant, the most accustomed to fashion, success, and profit, have shown themselves unequal to the new circumstances; and their style has suddenly appeared old and faded. Of these latter, writers of the theater have been most representative, and if, in this balance sheet that we are examining, there is necessity for 'Mea culpa,' the writers of a certain type of theatrical productions should certainly pronounce it.

"It is hard to forgive these authors for having been guilty of discrediting, disfiguring—and let us not be afraid of the only right word—disgracing the French family in the eyes of foreigners. We ourselves knew that these comedies, qualified as works of art only by the criticism of the boulevard, and forgotten year by year like a woman's last season's hat, were only the products of an industrial drudgery, a fruitful association of dressmakers, actresses, courtiers of the public and unscrupulous authors eager to survive.

"We knew that these brutal plays presented only upon the stage a handful of idle, satiated, suspicious persons who could not represent real Parisian life, much less provincial France.

"We also knew that although these compositions brought great profits, and even crosses of Honor to their audacious authors, they nevertheless remained upon the outskirts of true literature, and that the French people, certain unfortunate erotic novels, but other countries did not know all of this. Tours announced with much éclat by enterprising agents brought to them these plays, called 'Comedies of Manners,' purporting to be true pictures of the French soul. They could not know that it was a barefaced and also as foolish as would be the exhibition of a cubist picture as the latest tendency of our national taste. The foreigner, firmly believing that all our men were unreliable lovers, silly, insolent ne'er-do-well creatures, and all our women drawing room dolls.

"They did not know our mothers, our sisters, the gay, honest gentleness of our family customs; the omnipresent German agent, praising German virtues, found in these unhealthy works the best and most important auxiliaries of his efforts. We may say that this type of theater largely contributed toward alienating Europe from us. She judged us an amiable, immoral, irreverent, elevated nation, only of value when one wished to be amused.

"When she beheld the spectacle of her France, the monstrous machine with the breasts of her sons; organizing vast amounts of material under the worst conditions; pouring forth torrents of blood and gold; holding, giving time for the surprised world to catch its breath and take up arms, Europe understood then that she had been mistaken, and on the rebound has only admired France the more during the last four years.

"The only gratitude that we can feel for our manufacturers of vicious dramas is that unwittingly but successfully they contributed toward deceiving Germany herself upon our valor and our coefficient of moral and physical resistance. Germany learned at the Marne, at the Yser and before Verdun, to her sorrow, that France

was not a country of feasters and merrymakers; that unlawful love was not her only interest, and that our civic authorities had informed her as badly regarding us as had her own spies.

"The Allies and the neutrals understood, and a vast respect for France awoke throughout the world. Plainly this pernicious debasing of the theater has had its day and can no longer be tolerated. How many times upon witnessing the production abroad of one of these shameless caricatures have we longed to cry out, 'It is all a lie—this is not France!'

"The day of the hackneyed play, the play of the eternal triangle, is done; we can no longer permit it, because in France it warms and abroad defames us. The best censor in this case is the hiss of the public.

"Certain of the reflections we have made upon the contemporary French theater apply also to the novel. In a general way, the recent novel, made up of impressions and passionate sentimentality, appears hackneyed, trite and more interesting for its disquisitions than for its principal theme.

"Moved by our contempt for the ridiculous 'school of virtue' type of novel, we had come to consider only the psychology of immorality as of interest in fiction—'Live her life.' It is a dead formula, one we can only hear with anger and disgust when we consider the millions of young men who have renounced their lives and have joyfully died for an ideal.

"We do not mean, however, that, like the poetry which will always remain the expression of a subjective individualism, the novel of the inner life, of emotional analysis, should not retain its rights.

"But it is desirable that it no longer usurp the first place in literature and that other types attain at least a greater material and moral success among readers in general.

"I mean the novel of the masses, the novel of social synthesis, the novel of wide interests, such as were the works of Paul Adam and J. H. Rosny.

"It is impossible not to recognize that the idea of the theater and novel, up to the present time, have given to the modern man a very inferior to the man himself as revealed by his great constancy and patient heroism under fearful odds. It will be for the novel of tomorrow to trace his true and varied portrait upon the background of the times in which we are living.

"One of the conditions that would recall interest to the humiliated novel of which we were growing weary would be their decentralization. The novel has become too Parisian. A long and cruel injustice has, discouraged and paralyzed a worthy type in France—the local color novel, nobly traditional and rich in picturesque elements. The novel has been impoverished and the reader has remained in ignorance of many charming features of the face of France.

"Upon the morrow of a struggle wherein the provinces, like Paris, have given of their blood and gold, assumed their share of responsibility and suffering, it is probable that a general sense of modesty and brotherhood will abolish the distrust between the mocking spirit of Paris and

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## American History's Greatest Task Lies Ahead For Next Congress

Problems Of Reconstruction To Be Solved Affect Every Phase Of Life And Will Decide Country's Future

By Carter Field  
(New York Tribune)

Washington, March 6.—Never before in the history of the United States have so many big problems accumulated as will present themselves to the first session of the Sixty-sixth Congress, whenever it is called in session by President Wilson.

No matter when the session meets, no matter if it were called to meet tomorrow morning, there is no one in Washington who thinks this array of problems will be entirely disposed of by the time the next regular session should convene on December 1.

Yet the judgment of most members of the two Houses is that the President will not call the extra session before some time in May, perhaps not until June 1, so that the legislators are looking forward to a very uncomfortable time in Washington this summer, with no prospect of even the usual pleasant week-ends at the seashore.

Attention has been sharply centered during the last few days on the failure of the appropriation of \$750,000,000 for the railroads, revolving fund. One of the first acts of the new Congress will be to rush through, with all possible speed, this appropriation.

Then will come the much more serious and complicated question of determining the permanent policy with regard to the railroads, or at least the policy for the next few years after the expiration of the present time limit for their retention by the government—twenty-one months after the declaration of peace.

**Will Be Slow Work**  
**Even In The House**  
It is expected that in the recess the House Interstate and Foreign Commerce Committee Republicans will work out some plan for the solution of this problem, so that when the next session convenes there will be no long delay in reporting a bill to the House and starting the legislative machine grinding this particular grist.

In the very nature of things, however, this measure is one that will move with only moderate speed through the House, and with a slowness that is apt to be somewhat wearing on the country when it comes to the Senate. Every change of opinion as to the question is represented in the Upper House as well as the Lower, and will be expressed, it can be confidently predicted, with little regard for the passage of days and weeks.

As Mr. McAdoo pointed out, there are three forms of solution—government ownership, a more rigid government control than in the past, but a continuance of private ownership and the old plan. There are innumerable variations of these plans. For instance, there is the plan suggested by S. Davies Warefield, representing an aggregation of security owners, which provides for a division of the profits over a given percentage between the companies, the employees and the government; and there is the plan of the brotherhoods and other employees, which would divide the profits between the government and the employees, after the government takes the roads over, but with a reservation that in case of a deficit that should be made good out of the Federal treasury—or by taxing the people.

**Naval Appropriation Bill**

**Is Hard Nut To Be Cracked**

Another subject which will occupy a long time in all probability before it reaches the stage where the President can affix his signature is the naval appropriation bill, which Senator Penrose mildly observed during the closing days of the session just over, when unanimous consent for a vote was asked, contained "a month's debate." There are many vexing questions concerned with the reorganization of the navy on a peace basis, but the stumbling block of the bill at the session just closed—the building

program—is apt to be a hard nut to crack.

The bill which failed provided that not before July 1, 1920, the vessels of ten capital ships and ten scout cruisers could be laid down. That is, they could if the President should think it wise, or he could reduce the number in his discretion, or he could decide not to have any laid down. This was fought because the Republicans felt it would be a club in the hands of the President at the peace table in fighting either for disarmament or for a league of nations. On the other hand they attacked it as a "paper navy," and insisted that no discretion whatever should be vested in anybody but Congress as to the size of the navy. Some of them declared it would be unconstitutional for Congress to attempt to transfer this discretion.

Whether on the return of the President from Paris there will be any further need or desire for such discretionary powers is a point that cannot safely be predicted now, but if discretionary powers are desired by President Wilson or Secretary Daniels there is not much chance of their being granted with a Republican majority of nearly fifty in the Lower House.

Unless the league of nations has by that time been formed, and is ready to determine immediately what the size of the navy of the United States shall be, however, the next Congress must map out some sort of naval building program. If the league has done this, then the question would come up to Congress for approval of the league's action.

The army appropriation bill and the army reorganization must also be worked out. This, indeed, is one of the very first jobs which the new session must attack, since the fiscal year ends on June 30, and there will not be much opportunity for delay. Of course, the old habit of passing resolutions continuing last year's appropriations for another month can be pursued, but in the case of the army this year this will not be a sensible or economical procedure, and no one is in favor of it.

**Size Of The New Army**

**Is Question For Debate**  
There are almost as many problems tucked away in this army legislation as are in the naval bill, and perhaps wider differences of opinion. The first consideration is the size of the regular army. The Secretary of War and general staff recommended an army of 500,000 men. The House had this proposition after the committee had reported it, cutting the size of the army to 175,000 men.

The fight is not over. Almost all the strength of the army establishment, naturally enough, will be thrown against this proposed cut, for the reason that there are almost three times as many officers pro-

vided in the War Department plan as in the House plan, so that the demotions from ranks attained during the war will be much sharper if the plan proposed in the House is accepted than if the War Department plan can be pushed through.

Advocates of universal military training, who will make a hot fight for the adoption of their principle at the coming session, for once in their lives are fighting side by side with the old "little army" crowd. They declare that if an army of 500,000, with its quota of officers, is fastened on the permanent military establishment there will be no flow of promotions for thirty or forty years; there will be second lieutenants with white hair, as there were thirty years after the Civil War, and the expense of the big establishment will be terrific.

**Hot Fight Is Certain**  
**Over Military Law Revision**

Then there is sure to be a hot fight as training will make a large army unnecessary, that 75,000 men would be ample, while the benefits of the training, both in a way of preparedness and in the way of benefits to the young men of the country, would be utterly incomparable with the evil effects of maintaining "500,000 idlers" in a regular standing army.

Then there is sure to be a hot fight as to the revision of the military law. The exposure by Major General (since reduced by Secretary of War Baker to lieutenant colonel) Ansell to the Senate Military Affairs Committee of the severe penalties inflicted on young men in the army for what, in the opinion of the legislators, were very mild offenses has already provoked a storm, and there will be a determined effort to force changes that will make such penalties impossible in the future.

The National Guard reorganization problem is another which must be settled. Mention of the case of General Ansell brings up the whole question of investigations. There is sure to be a whole flock of them in the coming session. Few branches of the government will escape the searchlight of some committee, and its errors of omission and commission will be heralded to the country. When the Democrats came into control of the House, in 1910, after a long period of Republican control, there was a wave of investigations to uncover whatever rascalities had been perpetrated in office for use on

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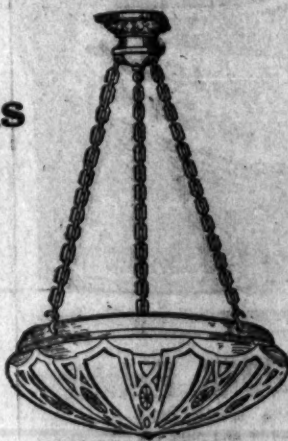


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## American History's Greatest Task Lies Ahead For Next Congress

(Continued from Page 12)

not as many of them as would normally be expected, where a presidential veto of the kind President Taft gave to the Democratic tariff bills of 1911 and 1912 can be looked for.

Wrapped up in the tariff bill, however, probably will be, according to present Republican plans, the repeal of some of the taxes just imposed, so that the President will be forced into the position of telling the country to keep on paying these taxes instead of shifting the burden from the direct tax to the custom houses.

Present indications are that the repeal of the luxury taxes, about which everyone is agreed now, will be rushed through without waiting for the new tariff bill. It is also hoped that the water power and oil lands leasing bills can be rushed through without great delay, though this is always questionable. At the big political dinner of the "Common Counsel Club," back in the winter of 1915-1916, Senator Walsh told the assembled Democrats, including President Wilson and his Cabinet, that the big conservation measures had not been passed by Congress because the people did not trust the Republican party to handle these matters, but now that the Democratic party had amended the tariff and reformed the currency system this problem would be solved without delay in the interest of all the people.

Three years have dragged by, and the fourth is crowding in, with this legislation still unacted on by Congress. The bills would both have been slipped through at the end of the session had it not been for Senator La Follette, who considered the solution of the problem by the Democratic controlled Congress entirely too "reactionary."

### La Follette Is Sure To Make Bitter Fight

Mr. La Follette can be counted on to make a long and bitter fight against these measures in the next session, but it is thought they will be pushed through despite his opposition and that of those who agree with him.

The tremendous importance of these measures with respect to reconstruction and unemployment problems can scarcely be overestimated. Senator Jones, of Washington, told the Senate the other day that concerns were all ready to start on projects capitalised at \$350,000,000 immediately on the passage of the water power bill alone. Seventy-two percent of the potential water power of the country is in states which have little or no coal. Mr. Jones declared also that with the passage of the water power bill the population of California, Washington and Oregon would double within ten years.

Opening up of work on these water power projects would give employment to a tremendous number of men, as would also the opening up of the oil fields. The oil lands withdrawn of some years ago has acted as a brake on this industry comparable only with the fact that since 1910 no permits have been possible for water power projects on navigable streams.

In the opinion of some of the Western New York members of the House

the water power situation at Niagara Falls requires prompt attention. They say unless legislation is enacted before July 1 all the existing plants taking power from Niagara Falls must close down for lack of legal authority to withdraw water from the river above the falls. This applies, they say, not only to the temporary permits but to the old grants.

Another great reconstruction and employment proposition is that of Secretary of the Interior Lane, which passed the House this time but failed in the Senate. This is a comprehensive system for the utilization of all unused land which is fit for agriculture, or can be made so. Carrying an initial appropriation of \$100,000,000, Secretary Lane admits that this is but a drop in the bucket, and that a revolving fund of between four and five billion dollars should be provided in the near future. The total cost of the proposed improvement will reach \$27,000,000,000, according to his estimate. He says there are about 275,000,000 acres of arid lands which can be irrigated, swamp lands which can be drained and cut-over timber lands which can be stumped and made into farms.

### Part Of His Plan Is Called 'Near Bolshevism'

His proposal is to divide the tracts, as they are improved, into communities, through which good roads will be made, school houses and community centers built and a farmhouse and the necessary outbuildings erected on each farm. The land will be given its first ploughing and the initial crop put in. Then each farm is to be turned over to a purchaser, who is allowed a period ranging up to forty-five years in which to pay to the government the assessed cost, which includes each farm's share of the cost of the roads and other improvements. Interest will be charged the purchaser at the rate of 4 percent.

Mr. Lane says he would put 100,000 men at work on this within three months of the passage of the bill. There is a great deal of opposition to the bill, however, particularly to a clause giving the Secretary the right to commandeer land for his projects, which is characterised as "near bolshevism" by its opponents.

The next Senate will have to ratify the peace treaty. If the President should insist in his refusal to call Congress together until his return from Paris, this probably will be the first problem put up to the new Upper House. The attitude of the Senators of the next Congress toward the league of nations as now proposed has been set forth at great length in speeches and indicated clearly in the round robin. Certainly there will be much discussion of it before any ratification occurs.

In the Senate alone, also, will center the fights over confirmations. The

only bitter fight is that over John Skellon Williams for another five-year term as Controller of the Currency. If there is no change in existing sentiment, the next Senate will reject Mr. Williams, the Republicans apparently being solidly lined up against him, while his friends on the Democratic side are for him only because of the President's insistence for the most part, and would not be displeased seriously if he should fall by the wayside. Mr. Williams' chances are distinctly not good.

### Immigration Problem To Bring On Bitter Fight

No vote was obtained in the House at this session on the bill favorably reported by the House Immigration Committee about the all immigration absolutely, save those fleeing from religious persecutions, for four years. There is strong feeling on both sides and a bitter fight is assured. Should the bill pass the two Houses no indication has been given of whether the President will sign it. His objections, which caused the veto of the old immigration bill on two occasions, on the latter occasion the bill being passed over his veto, do not lie against this measure. He opposed then the literacy test as a proper selective method of determining whom to admit as desirable immigrants.

Also will come up another bill from the same committee, that deporting undesirable aliens, which failed to reach action by the House at this session.

The so-called Americanisation bill is another measure which will be vigorously pressed by Secretary of the Interior Lane. This aims to eradicate illiteracy among adults as well as children all over the country within six years. It will break up, Mr. Lane says, the German and other communities of transplanted foreigners, making Americans of all.

Mr. Lane points out in defense of his bill that 20 percent of the families in the United States at the present time speak in their home life some language other than English. The bill provides for co-operation between state and Federal authorities with a view to making English the universal language in this country and ending illiteracy.

Much attention was attracted to the failure, when Congress passed, of the appropriation of \$600,000,000 for carrying on the construction of ships and other work of the shipping board. The new Congress must not only make this appropriation, with such limitations as it sees fit, but must map out a whole new policy with regard to the American merchant marine. It must determine

whether the government will operate the ships, lease them to private corporations or sell them. It must decide whether to change the present seamen's laws, including the La Follette seamen's act, and, perhaps, if the President vetoes the legislation accomplishing all these things, work out some plan less satisfactory to it which the President will sign. That problem, of course, is present on all the legislation passed by the next Congress.

### Woman Suffrage Sure To Be Important Issue

Woman suffrage will assuredly come before the new Congress. There is little doubt now that the Federal amendment will receive the necessary two-thirds vote in both Houses with but little delay and be submitted to the states for ratification.

A fight to grant suffrage to the District of Columbia and to give the District representation at least in the House, is also in prospect, though with far less chance of success.

If the unemployment situation should continue to be serious it is probable that the opposition to an old-fashioned omnibus public building bill will be greatly reduced, giving one a chance to pass for the first time in either year.

President Wilson wants the Council of National Defense to continue. There is much difference of opinion in Congress about this, and there will be determined attempts to abolish this organization.

Strenuous laws for the enforcement of the prohibition amendment are expected to be passed. Attempts will be made to provide an army of "inspectors" and detectives to run down illicit distilling and brewing and keep the nation as bone dry as possible.

An effort to modify the anti-trust laws, in the light of recent developments and of the Webb export bill, will be made.

The magazine publishers are preparing to make another vigorous

fight for the repeal of the postal zone act, which has been a matter of sharp fighting at the last several sessions. The Senate will have one bitter election contest to settle—the Ford-Newberry case from Michigan. Another of the problems of changing the wartime organizations back to a peace basis is that of the War Risk Insurance Bureau. If time permits the next Congress will reorganise this bureau.

### IF SLEEP DOES NOT REFRESH YOU

People who are tired out, who arise in the morning feeling that sleep has not refreshed them, are in a state of nervous exhaustion that borders on the condition that doctors call neurasthenia. The causes are varied. Continuous work, mental or physical, without proper attention to diet and exercise, also worry over the struggle for success, are the most common causes. Excesses of almost any kind may produce it. Sometimes diseases like influenza will cause neurasthenia. So also will a severe shock, intense anxiety or grief.

The symptoms are over-sensitive, irritability, a disposition to worry over trifles, headache, possibly nausea. The treatment in cases like this is one of nutrition of the nerve cells requiring a non-alcoholic tonic. A tendency to anaemia, or bloodlessness, shown by most neurasthenic patients, is also corrected by these tonic pills.

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# Stefansson Describes His Finding Of 'Blond Eskimos'

## Natives Dreaded As Slayers Of All Strangers Are Hospitable To Polar Explorer

In this article in the New York Sun Mr. Stefansson tells the story of his sledge journey eastward over the sea ice after parting from his only white companion, Dr. R. M. Anderson, at Cape Perry on Continental North America. For twenty-two days he went into the unknown frozen east, accompanied only by two Eskimo men, Natkusiak and Tannaumik, and an Eskimo woman, Pannigabuk, who was invaluable for keeping camp and making and repairing skin garments.

By Vilhjalmur Stefansson

ALTHOUGH mere fractions of time such as minutes seldom are of enough value with us in the North to waste ink in recording them, I have set down in my diary that it was 1:45 in the afternoon of April 21 when we finally made our long planned start from our winter base on Langton Bay at Cape Perry to penetrate to Coronation Gulf.

At last we were fairly started for the unknown, but no one except myself was very enthusiastic over the enterprise. The reluctance of my people was due in part only (and in less part) to their fear of finding the unknown country gameless. They feared to find it inhabited by a barbarous and blood-thirsty race of which the Hallite Islands Eskimo had been telling us grotesque tales. These dreaded people were the Nagykutogmut, "the people of the caribou antler," who lived far to the east and who used to come in semi-hostile contact with their ancestors long ago.

These people bear the name of the caribou antler, they had told us, "because of a peculiar custom. When a woman becomes of marriageable age she is made to take her place in an open space and the men who want wives form around her in a circle, each armed with the antler of a large bull caribou. The word is given, and they all rush at her, each trying to hook her toward him with the antler. Often the woman is killed in the scrimmage. If one succeeds in getting her alive he takes her for a wife."

Many Have No Wives  
"As strength and skill are the main requirements for success, some of the Nagykutogmut have a great many wives, while most of them have none. Because so many women are killed in this way there are twice as many men as women among them. We know many stories of which this is one, to show what queer people these Easterners are. They also kill all strangers."

That was the way all stories of the Easterners ended. Like Cato's delenda est Carthago, "they kill all strangers" were the unvarying words that finished every discussion of the Nagykutogmut by the Hallite Islanders.

No matter how fabulous a story sounds, there is usually a basis of fact. When we at last got to these Easterners we found that the kernel of truth consisted in the fewness of women as compared with men, but this had nothing to do with caribou antlers. It was because they practice the Spartan custom of exposing newborn children, and especially female children, with the result that women among them are much fewer than men.

When we made our start for the East we were in many respects poorly equipped for spending a year away from any possible source of supplies other than those which the Arctic lands themselves can furnish. I had counted on having good dogs, but now the good dogs were dead. I had counted on Dr. Anderson's company, but necessity (chiefly lack of ammunition) had dictated that he go west for supplies, and that I depend on Eskimo companions alone. I had counted on a silk tent and other light equipment for summer use, and only the lightest and most powerful rifles and high power ammunition, but during one of our winter periods of food shortage I had been compelled to abandon many of these things.

Instead of the ten pound silk tent, I had to take a forty pound canvas one, old and full of holes. I had only 200 rounds for my Mannlicher-Schoenauer 6.5 mm. rifle, and had to piece out with heavier and less powerful black powder rifles and ammunition. In all we had four rifles of three different calibers, and a total of 960 rounds of three kinds of ammunition, when the right thing obviously is to have but one kind of rifle and ammunition. Had one of our rifles broken we should have had to throw away the ammunition suited to that gun.

Therefore, my three Eskimo felt and expressed, and I felt tried to refrain from expressing it, that we had embarked on a serious venture.

Living On The Country

We started with about two weeks' provisions. These were neither here nor there as provisions for a year's exploration. We would have been quite as well off had we started with only two days' supplies. From the very outset it was incumbent on us to provide each day food for that day from the animals of the region.

In carrying out such a program for a party of four each had to do his share. My main reliance were the Alaskan man Natkusiak and the woman Pannigabuk. The Mackenzie River boy Tannaumik, a boy in character though perhaps 25 in years, was a cheerful and companionable sort of fellow, but without initiative and (like many of his countrymen nowadays) not in the best of health.

Our general plan was that the three Eskimo took care of the sled, one, usually the woman, walking ahead, to pick out a trail through the rough sea ice, and the other two steadying the sled from upsetting too often, and pulling in harness at the same time to help the dogs. If they saw a seal or a bear one of them would go after him while the other two waited at the sled, cooked a lunch if it was near midday, or made camp if night was approaching. If by camp time no game had been seen the woman Pannigabuk would stay by the camp to cook supper, while the two men went off in different directions to hunt.

That the two should go in different directions doubled the chances

of seeing game, but at times it caused waste of ammunition in killing more meat than needed. The very first time, for instance, Natkusiak killed two seven or eight hundred pound bearded seals in one shot, and Tannaumik a big, fat grizzly bear in four shots—meat enough for several weeks if we had stayed there Eskimo fashion to eat it up. Traveling as we were, heavily loaded through rough ice, we could not take along more than a hundred pounds of meat.

Although the Eskimo frequently killed an animal if they happened on one along the line of march their chief business was getting the sled load as many miles ahead as convenient during the day, which seldom was over fifteen miles in a working day averaging perhaps eight hours. We were in no hurry for we had no particular distance to go and no reason to hasten back, but expected to spend the summer wherever it overtook us, and the winter similarly in its turn.

I took upon myself the main burden of the food providing. I used to strike inland about five miles in the morning before the Eskimo broke camp, going rapidly eastward along the coast. With my snowshoes I made rapid progress compared with that of the sled along the coast, unless I happened on caribou. They were scarce, and I had secured none when we were stopped by a blizzard five days out.

As a matter of fact what my Eskimo really dreaded was not so much hunger as the possibility of success in the quest of the dreaded "Nagykutogmut" who hook wives to them with the antlers of bull caribou.

Caribou In A Blizzard

Generally it is only in times of extreme need that one hunts caribou in a blizzard—not that nine-tenths of the Arctic blizzards need hold of a healthy man indoors, but merely because the drifting snow diminishes many times your chance of finding game.

If you do find caribou, however, the stronger the sale the better your chance of close approach, for though these animals are doubly watchful in foggy weather they seem to relax in a blizzard.

I felt that I must kill some for the moral effect it would have on my party; for if there was abundant food they would have to fall back on their fear of the Nagykutogmut, and this they were a bit ashamed of doing, even among themselves. So I went out and after a short hunt found a band of seven cows and young bulls about five miles inland. I came upon them quite without cover, but saw them through the drifting snow before they saw me.

The human eye is a great deal keener than that of the wolf, caribou

or any other animal with which I have had experience. I shot three, though we could not possibly use more than one, because I knew that the effect on my Eskimo would be invaluable to me. Had I killed only one they would have believed that it was simply because I could not find more.

We proceeded eastward along the deserted coast without adventure. An adventure is interesting enough in retrospect, especially to the person who didn't have it; at the time it happens it usually constitutes an exceedingly disagreeable experience.

On May 2, near Point Dease Thompson, through incompetence of my own, I came near having a serious one; that I did not actually have it was due to the incompetence of a polar bear. After completely outmaneuvering me at the start he allowed a fondness for grandstand play to lose him the game at the critical moment. The land showed nothing but a white wolf or arctic fox now and then. Ptarmigan there were, but they are too small game for a party of four that is going to go a year on 960 rounds of ammunition. The foxes too were beneath our notice, though their meat is excellent; but a wolf that came without 200 yards seldom got by me, for a fat one weighs 100 pounds, and all of us preferred them at this season to caribou except Pannigabuk, who would not taste the meat because it is taboo to her people.

A Yellow Spot On The Ice

This day the wolves did not come near, and the first hopeful thing I saw was a yellow spot on the sea ice about three miles off. After watching it for five minutes or so I was still unable to determine whether or not the spot was yellow ice or something else than ice. Now and then I looked elsewhere, for a caribou or grizzly bear may at any time come out from behind a hill, a polar bear from behind a cake of ice, or a seal out of his hole. After sweeping the entire circle of the horizon perhaps for the sixth time I noted that the yellow spot had disappeared—it was, therefore, a polar bear that had been lying down. After sleeping too long in one position he had stood up, and lain down again behind an ice cake. A moment after noting this I was running as hard as I could in the direction of the bear, for there was no telling how soon he would start traveling or how fast he would go. When I got to the neighborhood of the animal according to my

calculations, I climbed an especially high ridge and spent longer time than usual sweeping the surrounding. With the glasses and studying individual ice cakes and ridges with the hope of recognizing some of those I had seen from the mountains to be in the neighborhood of my bear, but everything looked different on near approach and I failed to locate myself to my own satisfaction.

My rifle was buckled in its case slung across my back, and I was cautiously clambering down the far side of a pressure ridge, when I heard behind me a noise like the spitting of a cat or the hiss of a goose. I looked back and saw, about twenty feet away and almost above me, a polar bear.

The Polar Bear's Error

Had he come the remaining twenty feet as quietly and quickly as a bear can, the literary value of the incident would have been lost forever; for, as the Greek fable points out, a lion does not write a book. From his eye and attitude, as well as the story his trail told afterward, there was no doubting his intentions: the hiss was merely his way of saying, "Watch me do it!" Or at least that is how I interpreted it; possibly the motive was chivalry, and the hiss was his way of saying, "Guard! Which ever it was, it was the fatal mistake of a game played well to that point; for no animal on earth can afford to give warning to a man with a rifle. And why should he? Has a hunter ever played fair with one of them?"

Afterward the snow told plainly the short—and for one of the participants, tragic—story. I had underestimated the bear's distance from shore; and had passed the spot where he lay, going a hundred yards or two to windward; on scenting me he had come up the wind to my trail, and had followed it, walking about ten paces to leeward of it, apparently following my tracks by smelling them from a distance. I had not seen his approach because it had not occurred to me to look back over my own trail.

Signs Of Unknown Men

On May 9, nineteen days out from Langton Bay, we came upon signs that made our hearts beat faster. It was at Point Wise, where the open sea begins to narrow into Dolphin and Union straits, which are between the mainland and the mountainous shores of Victoria Island. The beach was strewn with pieces of drift wood, and on one we found marks of recent choppings with a



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## Stefansson Describes His Finding Of 'Blond Eskimos'

(Continued From Page 14)

people would prove to be like—in fine, the spirit of adventure, which seldom crops out in an Eskimo—was far stronger than their fears. We were therefore up early the next morning, and soon out on the road. Evidence On The Trail.

All that day we found along the beach comparatively fresh traces of people, chiefly shavings and chips. None was of the present winter, though some seemed to be of the previous summer; but next morning, just east of Point Young, we found human footprints in the crusted snow and sled tracks that were not over three months old. That day at Cape Huxley we came upon a deserted village of over fifty snow houses. Their inhabitants had apparently left them about midwinter, and it was now May 12.

A broad but three months untraveled trail led north from this village site across the ice toward Victoria Island. I had intended to continue east along the mainland into Coronation Gulf, but decided to make an attempt to find the people of the deserted village. We would leave most of our gear on shore with Pannigabluuk to take care of it, while the two men and myself took the trail across the ice.

This was according to Eskimo etiquette. On approach to the country of strange or distrustful people non-combatants are left behind and only the able men of the party advance to a cautious parley. The Mackenzie River man, Tannaumirk, was frightened enough to let his pride go by the board and to ask that he too might stay on shore at the camp.

Natkusiak and I prepared to start alone with a light sled, but at the last moment Tannaumirk decided to go with us, as the Naguyuktogmut were likely in our absence to discover our camp, surprise it by night and kill him while he slept.

Pannigabluuk was much the coolest of the three Eskimos. If she was afraid to be left alone on shore she did not show it. She merely said that she might get lonesome if we were gone more than three or four days. We left her cheerfully engaged in the mending of our worn footgear and at 2:30 p.m. May 13 we took the old but nevertheless plain trail northward into the rough sea ice.

Chasing A Migratory Community. It was only near shore that the ice was rough, and with our light sled we made good progress. We made about five miles per hour and inside of two hours we arrived at

another deserted village, about a month more recent than the one found at Cape Huxley. We were, therefore, on the trail not of a traveling party but of a migratory community.

As we understood dimly then, and know definitely now, each village on such a trail should be about ten miles from the next, preceding, and should be about a month more recent. The explanation is simple. The village of a people who hunt seal in level "bay" ice must not be on shore, for it is not convenient for a hunter to go more than five miles at the most from camp to look for the seal holes, and naturally there are no seal holes on land. The inhabitants of a sea village can hunt through an entire circle whose radius is about five miles; the inhabitants of a shore village can hunt through only half a circle of the same radius, for the other half of the circle will be on land.

By the aid of their dogs the Eskimo find the breathing holes of the seals underneath the snow that hides them, and spear the animals as they rise for air. In a month or so the hunters of a single village will have killed all the seals within a radius of about five miles; they must then move camp about ten miles, so that a five mile circle around their next camp shall be tangent to the five mile circle about their last one. If the circles overlapped there would be that much waste territory within the new circle of activities. If, then, you are following such a trail, and come to a village about four months old you will expect to find the people who made it not more than forty miles off.

The Unknown Men At Last. In the present case our task was simplified by the fact that the group we were following had not moved straight ahead north, but had made their fourth camp west of the second. Standing on the roofs of the houses of the second camp we could see three seal hunters a few miles to the west, each sitting on his block of snow by a seal hole waiting for the animal to rise.

The seal hunters and their camp were up the wind and our dogs scented them. As we bore swiftly down upon the nearest of the sealers the dogs showed enthusiasm and anticipation as keen as mine—keen by a great deal than did my Eskimo. Since the hunter was separated from his fellow hunters by a full half mile I thought he would probably be frightened if all of us were to rush up to him at the top speed of our dogs. We therefore stopped our sled several hundred yards away.

Tannaumirk had become braver now, for the lone stranger did not look formidable sitting stooped for-

ward as he was on his block of snow beside the seal hole; so he actually volunteered to act as ambassador, saying that the Mackenzie dialect (his own) was probably nearer the stranger's tongue than Natkusiak's. This seemed likely, so I told him to go ahead. The sealer sat motionless as Tannaumirk approached him. I watched that he held his face steadily as if watching the seal hole, but that he raised his eyes every second or two to the strange figure of the man approaching. He was evidently tensely ready for action.

Tannaumirk by now was thoroughly over his fears and would have walked right up to the sealer, but when no more than five paces or so intervened between them the sealer suddenly jumped up, grasping a long knife that had lain on the snow beside him, and pointing himself as if to receive an attack or to be ready to leap forward suddenly. This scared our man, who stopped abruptly and began excitedly and volubly to assure the sealer that he and all of us were friendly and harmless, men of excellent character and intentions.

Mistaken For Spirits. I was of course too far away to hear, but Tannaumirk told me afterward that on the instant of jumping up the sealer began a monotonous noise which is not a chant nor is it words—it is merely an effort to ward off dumbness. For if a man who is in the presence of a spirit does not make at least one sound each time he draws his breath he will be stricken permanently dumb. This belief is common to both the Alaska and Coronation Gulf Eskimo.

For several minutes Tannaumirk talked excitedly, and the sealer kept up the meaning noise, quite unable to realize apparently that he was being spoken to in human speech. It did not occur to him for a long time, he told us afterward, that we might be something other than spirits, for our dogs and dog harness, our sleds and clothes were such as he had never seen in all his wanderings. Besides, we had not on approaching used the peace sign of his people, which is holding the hands out to show that one does not carry a knife.

The man finally began to listen and then to answer. The dialects proved to differ about as much as Norwegian does from Swedish or Spanish from Portuguese. After Tannaumirk had made him understand that we were of good intent and character and had showed by lifting his own coat that he had no knife, the sealer approached him cautiously and felt of him, partly (as he told us later) to assure himself that he was not a spirit and partly to see if there were not a knife hidden somewhere under his clothes. After a careful examination and some further parley he told Tannaumirk to tell us that they would proceed home to the village and

Natkusiak and I might follow as far behind as we were now; when they got to the village we were to remain outside it till the people could be informed that we were visitors with friendly intentions.

As we proceeded toward the village other seal hunters gradually converged toward us from all over the neighboring four or five square miles of ice and joined Tannaumirk and his companion, who walked about 200 yards ahead. As each of these was armed with a long knife and a seal spear it may be imagined that the never very brave Tannaumirk was pretty thoroughly frightened.

When we approached the village every man, woman and child was outdoors waiting for us excitedly, for they could tell from afar that we were no ordinary visitors. The man whom we first approached—who that day acquired a local prominence which still distinguishes him above his fellows—explained to an eagerly silent crowd that we were friends from a distance who had come without evil intent and immediately the whole crowd (about forty) came running toward us.

Introduced Themselves Eagerly. As each came up he would say: "I am So-and-so. I am well disposed. I have no knife. Who are you?" After being told our names in return and being assured that we were friendly and that our knives were packed away in the sled and not hidden under our clothing each would stand aside for the next to present himself.

Sometimes a man would present his wife, or a woman her husband, according to which came up first. The women were in more hurry to be presented than were the men; for they must, they said, go right back to their houses to cook us something to eat.

The men asked us whether we preferred to have our camp right in their village or a little outside of it. We agreed it would be better to camp about 200 yards from the other houses, to keep our dogs from fighting with theirs. Immediately half a dozen small boys were sent home to get their fathers' snow knives and house building mittens.

We were not allowed to touch a hand to anything in camp making but stood idly by, surrounded continually by a crowd who used every means to show how friendly they felt and how welcome we were, while a few of the best house builders set about erecting for us the

house in which we were to live as long as we cared to stay with them.

When it had been finished, and furnished with the skins, lamp and the other things that go to make a snowhouse the coolest and most comfortable of camps, they told us they hoped we would occupy it at least till the last piece of meat in their storehouses had been eaten, and that so long as we stayed in the village no man would hunt seals or do any work until his children began to complain of hunger.

It was to be a holiday, they said, for this was the first time their people had been visited by strangers from so great a distance that they knew nothing of the land from which they came.

Saw A Match For The First Time. These simple, well bred and hospitable people were the savages whom we had come so far to find. That evening they saw for the first time the lighting of a sulphur match; the next day I showed them the greater marvels of my rifle; it was a day later still that they first understood that I was one of the white men of whom they had heard from other tribes, under the name of Kabanat.

I asked them: "Couldn't you tell by my blue eyes and the color of my hair?"

"But we didn't know," they answered, "what sort of complexion the Kabanat have. Besides, our next neighbors north have eyes and beards like yours."

That was how they first told us of the people whose discovery has brought up such important biological and historical problems—the people who have become known since to newspaper readers as the "Blond Eskimo."



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## The Situation In Siberia Today

By A Russian Editor

Three points in Siberia attract special attention: the situation on the Ural front, conditions at Omsk and conditions at Vladivostok. We will deal with these points in their order.

**The Front**  
The front represents the usual picture of life in any military camp: trench life with all its discomforts, sufferings and burdens, infantry reconnaissance, artillery preparations and the taking of positions. In short all that is so well known of modern warfare. The Czech-Slovak had held this front since its establishment, but with their withdrawal the situation assumed a singular aspect for it is henceforth a front of Russians against Russians. The Czechs are now employed in guarding the Trans-Siberian Railway line while awaiting transports to take them home. English, French and Italian forces were landed in Siberia on a small scale only. In conjunction with the Czechs they are employed in guarding the line and the bridges. The operations of the Japanese were somewhat different. They marked off a sphere of influence from Vladivostok to Baikal, taking part in military operations only along the coast and in the Amur province. In the After-Baikal region they were "supporting" Ataman Semenov, helping him with money and supplies.

The Americans as they themselves proudly declare, did not fire a single shot at the Russians. They practically declined to interfere.

**The Situation in Omsk**  
In this city the government which calls itself All-Russian, headed by Admiral Kolchak, has established itself. Omsk is a bureaucratic laboratory making use of all previous and old agents of power. Omsk is trying to imitate the former noisy life of Petrograd, the administration dreams day and night of transferring its activities to Moscow. It is a city which has been grown from the ramifications of a dull ordinary Siberian City and now presents big aims.

**Conditions in Vladivostok**  
Vladivostok is a city of the greatest interest. It is the open window to Europe, Asia and America. Vladivostok is a great port—it is the distributing center for supplies to Siberia's 14 million population. Through its nearness to neighboring Allied countries this role of a strategic transit point gives Vladivostok special importance. Never before and probably never in the future will Vladivostok play such a great part as a political center. Such a role was never attached to such cities as Odessa, Baku, Reval or Liban.

All Allied countries are politically represented in this city. There are the chief administrations of the Allies which are called committees. At the head of the English group is Sir Charles Elliot, who recently passed through Shanghai on his way to Hongkong. At the head of the French party was Mr. Reno until recently. The chief of the Japanese diplomatic mission is Baron Matsudaira, and lastly there is General Graves, the American, who is deeply respected by all.

With Vladivostok as their main base the representatives of the Allied countries are in constant touch with their governments. The radio stations on Allied warships are utilized for a frequent and reliable news service and all telegrams received or despatched are conveyed with the consent of the political missions to the local newspapers for the benefit of the reading public. In Vladivostok there is also military representation of the Allied countries headed by the Japanese General Otani.

**The Allied Council**  
Formal accord exists among the Allied representatives and meetings of this council are held periodically and systematically. The military as well as the political representatives take part in these deliberations. Decisions of this council are directed to agents throughout Siberia, and the

Russian authorities are informed of these decisions. To the public of Vladivostok the sittings of the Allied Councils represent a big political event. Frequently questions relating to inner Russian affairs are raised and discussed.

A special railroad commission was organized in Vladivostok consisting of the representatives of all Allied countries. This commission had for its object the upkeep of a regular service on the Siberian Railways by the introduction of additional rolling stock and finished material. At the head of this commission is Mr. Stevens, who, it will be recalled, was invited by the Kerensky Government to reorganize Russian railways on a sound material basis. In a conversation I had with Engineer Smith, he stated that in the opinion of the commission the condition of the greater part of the permanent way gave no cause for apprehension. There are, however, three big deficiencies in the Siberian transport system which obstruct the regular movement of traffic. The first point of failing is due to requisitions and acts of violence by the various military groups. Nobody can be sure when boarding a train at Vladivostok that he will arrive peacefully and without accident at his destination. The great problem therefore which revolves itself before the railway commission is to insure peaceful and normal transportation.

The workers and employees on the railways are getting an unusually small wage. If we take into consideration the absence of many articles on the market, the shrinking in the value of coinage and the constantly growing high cost of living it will become evident why we cannot expect efficiency of labor where the price of labor does not correspond to the cost of living. The pay of a machinist on the Siberian railway is from four to five times less than the pay of a machinist in the U.S.A. In order to secure efficiency of labor it is necessary to raise the wage standard.

The shortage of cars and locomotives considerably obstructs and complicates the question of organized and orderly transport. In this direction there is certainly room for improvement. This difficulty is realized by the railway commission and where improvements have been possible these have been effected. Temporary workshops have been erected in Vladivostok and the expansion of these shops is imminent.

The commercial influence of the Allied Powers is also felt here. In this respect the activities of Japan's and America's representatives is most marked. Both France and England have representatives of their banking interests, but with industries not yet demobilized from a war fueling the sphere of banking operations is limited.

Japan has strongly developed her industries during the war. She is looking for foreign markets and in the maritime provinces she has found a new dumping ground. America has also developed its industries on a grand scale and is also looking forward for the distribution of its products in the Far East. We find, however, that different methods have been used in taking possession of Russian markets.

The Japanese started at home by forming an economic relief commission under the control of Baron Megata. The first step of this commission was the issue of new Japanese bonds which made a great stir but received scant support from the Russian population. The commission was not discouraged, however, and we find that they are now centering their efforts on real estate and such similar enterprises.

Altogether different methods were used by the representatives of America. They were trying to form close connections with the vast mass of the Russian population. For this purpose American representatives organized a number of conferences with the Russian Co-operative Societies. The importance of these conferences is seen from the fact that co-operative societies in Siberia are a powerful economic and commercial organization. Forming connections with U.S.A. merchants, the co-operative societies took on the task of supplying the whole laboring population of Siberia in exchange for raw materials. The representatives of the United States took part in the conferences of the Siberian Zemstvo Councils. The foremost aim of this Council was to supply the Siberian peasant population with agricultural machinery.

Great energy was developed by the American Red Cross society which organized in Vladivostok and numbers of others cities hospitals and dispensaries to be engaged in alleviating suffering and fighting the various epidemics.

Lastly it is worth while noting the activities of the American Cinema which travels through all towns and villages showing under corresponding lectures popular life in America.

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THE FAMOUS HUN-GUNO TROUPE OF ACROBATS AND CONTORTIONISTS

Marvellous Feats, Most Entertaining. Never before have such wonderful Acts been seen in Shanghai. New items every night.

Monday Programme

HUN-GUNO FAMOUS TROUPE OF ACROBATS AND CONTORTIONISTS

AND

"THE COUNT OF MONTE CRISTO" 5th Epoch

This Epoch opens a new phase of the Story. "The Count's Arrival in Paris" Exquisite photography of Paris, which forms the background of the Story.

Special Matinee Monday at 3 p.m.

### Cotton Market

Messrs. J. Spunt and Co. write as follows in their report for week ending April 19:—Since the issue of our last report our market gradually became firmer until at the close a rise of Tls. 1.50 per picul over and above the prices ruling during the previous week may be attributed to the better feeling evinced by the rice both in Mid-Americans and in Sam-pu which naturally engendered some activity in the demand for the local staple.

Taking, therefore, into consideration the continual firmness of the Yarn market our advice to all interested is to appropriate all available offerings for immediate and as far as possible for future requirements in order to avoid any disappointments afterwards at not having done so at the present ruling rates. Tone of the market, firm.

Liverpool: Egyptian Cotton, F. G. F. Sakelardis ..... 26.59d. Price of Fine M. C. Bengal 12.90d. Price of Good-Middling ..... 17.82d. Price of Good-Middling ..... 17.24d. Last reported ..... 17.24d. Tone of market, quiet.

New York Market: Price of Mid-American 26.85 May 23.67 Oct. Market quiet. Indian Market: Broach, New Crop Rs. 513 per candy. Market steady.

### Motor Trucks In China

"The possibilities for motor truck transportation in China appear to me to be practically unlimited" says Mr. Arthur H. Hertz, sales engineer of the Automotive Products Corporation, New York, who is at present in Shanghai in the interests of his firm. "As soon as the Chinese wake up to the necessity of highways, and I understand that they already have the sale of motor trucks here should be as great or even greater than in the United States, where of course the railroad systems reach even the most remote points. Here the population is so much larger with practically no rail facilities."

Mr. Hertz is an active member of the Society of Automotive Engineers and has been connected with the motor car and truck industry since its inception, both in the United States and Europe. At the time of the Pershing Expedition into Mexico in 1916 Mr. Hertz was one of a group of Government and private engineers who were detailed to the line of communication to study motor truck transportation as applied to military needs and he later assisted in the development of the Class B military truck, popularly termed the "Liberty" truck.

He is making an extended trip through the Orient in order to study

at first hand the problem to be confronted by motor equipment of all sorts and at the same time make connections for the sale of the various lines of products controlled by his Company. These products include everything pertaining to the motor car, truck, tractor, etc., such as tires, magneto, batteries, bearings, etc.

During his stay in Shanghai he will make the Astor House Hotel his headquarters.

He is making an extended trip through the Orient in order to study

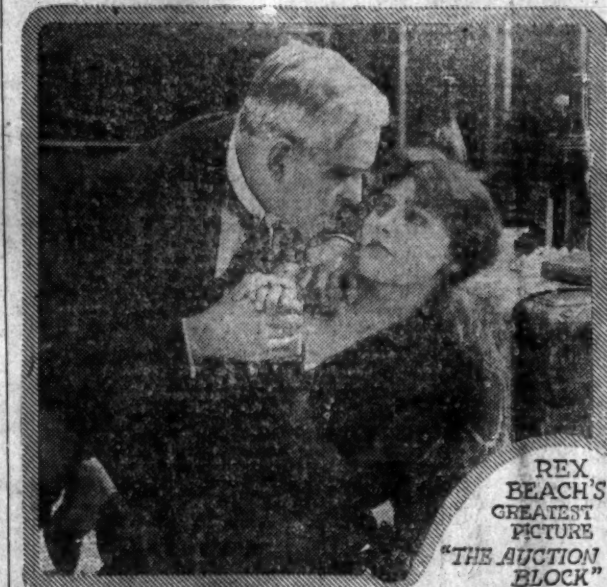
### AMUSEMENTS

#### OLYMPIC THEATRE

Showing for Two Nights Only

April 20th and 21st and Matinee Today

#### REX BEACH'S GREATEST STORY



#### "THE AUCTION BLOCK"

THE LIFE DRAMA OF MILLIONS OF GIRLS IN THE WORLD.

In Eight Parts

With Special Music

Admission Prices: \$1.50, \$1.00

### AT THE APOLLO "The" Picture House



Tomorrow Monday April 21st, 22nd & 23rd PATHE'S BRITISH AND AMERICAN GAZETTES TOTO the clever comedian in "NIPPED IN THE BUD" A rattling comedy

#### IRENE CASTLE

#### "THE GIRL FROM BOHEMIA"

America's most famous actress, and one whose whole life has been a story of charming romance; back again in the prettiest of all her screen successes.

IRENE CASTLE, the best-dressed woman in America, shows the country cousins a few glimpses of Bohemia... and then Some. You know what other Castle pictures were; this is the best of all.

#### AT THE APOLLO NEXT THURSDAY

EASTER MONDAY

MATINEE 3 P.M.

Frank Keenan in

"MORE TROUBLE"

and

CHARLIE CHAPLIN - IN - "A DOG'S LIFE"

#### MARRIED WOMEN!

The other woman has played havoc with the happiness of many homes. Is there one in your life? See

#### "THE OTHER WOMAN"

A clever and original Pathe Play

FEATURING

PEGGY HYLAND

and learn how she solved the problem.

IT IS A STORY WORTH COMING TO SEE.

MATINEE TODAY 3 P.M.

"HANDS UP"

Episodes 3 and 4

CHARLIE CHAPLIN - IN - "A DOG'S LIFE"



The Ideal Garter for the hot weather is the "Ivory Garter"

because, There is no metal to rust. There are no pads. It is comfortable. It does not scratch the leg. It does not tear the socks. It looks good.

Obtainable from all outfitters or wholesale from the Sole Agents

Dodge & Seymour (China), Ltd. 89-91 Rue Montauban, Shanghai

Last Night of CHARLIE CHAPLIN in "A DOG'S LIFE" at the APOLLO

## GENERAL SHIPPING NEWS

## Vessels Loading

## For River Ports

**HANKOW & PORTS.**—The Str. Kiangfoo, Captain M. Johanneessen, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

**HANKOW & PORTS.**—The Str. Kiangfoo, Captain F. Carlson, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

**HANKOW & PORTS.**—The Co's Steamer Taise Maru, Captain S. Hosokawa, will be despatched from N.K.K. Pootung Wharf on Monday, April 21, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co's Str. Luenbo, tons 2,858, Capt. Jackson, will leave on Monday, April 21, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co's Str. Suwo, tons 2,571, Captain Smith, will leave on Tuesday, April 22, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

**HANKOW & PORTS.**—The Co's Steamer Suiyang Maru, Captain S. Kusaki, will be despatched from the China Merchants' Lower Wharf on Tuesday, April 22, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

**HANKOW & PORTS.**—The China Navigation Co's Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Tuesday, April 22, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**HANKOW & PORTS.**—The Co's Str. Fengyang Maru, Captain S. Takano, will be despatched from N.Y.K. Mail Wharf on Wednesday, April 23, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

**HANKOW & PORTS.**—The China Navigation Co's Steamer Chungking, Captain J. Meathrel, will leave on Wednesday, April 23, at about 12 o'clock. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co's Str. Kaitwo, tons 2,664, Captain Gibb, will leave on Thursday, April 24, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

## For Southern Ports

**CANTON.**—The Str. Tungwah, Captain C. Smith, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

**HONGKONG & CANTON.**—The China Navigation Co's Steamer Chienan, Capt. H.B. Lever, will leave from the French Bund direct for the above ports on Sunday, April 20, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77, Passage Tel. No. 401.

**SWATOW & HONGKONG.**—The China Navigation Co's Str. Tientsin, Captain R. Ritchie, will leave on Sunday, April 20, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77, Passage Tel. No. 401.

**HONGKONG & CANTON.**—The China Navigation Co's Steamer Tainan, Captain A. J. Scott, will leave from the French Bund direct for the above ports on Tuesday, April 22, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77, Passage Tel. No. 401.

**AMOI, HONGKONG & CANTON.**—The China Navigation Co's Steamer Sunning, Capt. W. Benson, will leave from the French Bund direct for the above ports on Thursday, April 24, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77, Passage Tel. No. 401.

**TAKAO (FORMOSA) via FOCHOW & KEELUNG.**—The Steamer Kohoku Maru, Captain M. Tsuboki, will be despatched from the Co's Yangtsepo Wharf on Friday, April 25, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at about 7 o'clock on the same day. For Freight and Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4 The Bund, Tel. Central No. 4234 & 4235.

## For Northern Ports

**HONGKONG.**—The Str. Canada Maru, Captain T. Bando, will be despatched from the Co's Yangtsepo Wharf on Thursday, May 29, at daylight. The steam-launch conveying passengers on board will leave the Custom jetty at about 7 o'clock on the same day. For Freight and Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4 The Bund, Tel. Central No. 4234 & 4235.

## For Foreign Ports

**CHEFOO and TIENTSIN.**—The Str. Hsinkong, Captain A. B. Baines, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

**WEIHAIWEI, CHEFOO & TIENTSIN.**—The China Navigation Co's Steamer Shengking, Captain K. E. Tuckwell, will leave from the French Bund on Tuesday, April 22, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

## MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snake	Br. gun-boat
WTW			Nightingale	Br. gun-boat
P & O B I	Oct. 18		Sel. Caboto	It. gun-boat
B N B	Nov. 8		Kinska	Br. gun-boat
S P	Dec. 21		Quilros	Am. gun-boat
M M B	Feb. 11		Wilmington	Am. gun-boat
7 P	Mar. 12		Villalobos	Am. gun-boat
2 C	Mar. 15		Falos	Am. gun-boat
2 C	Mar. 17		Eleano	Am. gun-boat
	Apr. 18		Brooklyn	Am. cruiser

## Arrivals

Arrived	From	Ship's Name	Flag Agents
Apr. 19	Ningpo	Kiangteen	Chl. C.M.S.N. Co.
Apr. 19	Ningpo	Meinan	Jap. N. Y. K.
Apr. 19	River ports	Woonan	Br. B. & S.
Apr. 19	Japan	Toyo Maru	Jap. S. Shokai
Apr. 19	Japan	Sakurajima Maru	Jap. M.B.K.
Apr. 19	China	Chienan	Chl. T. W. C.
Apr. 19	Hongkong	Tea	Br. B. & S.
Apr. 19	Japan	Suna Maru	Jap. M.B.K.
Apr. 19	River ports	Kiangfoo	Chl. C.M.S.N. Co.
Apr. 19	River ports	Luenbo	Br. J.M. & Co.
Apr. 19	River ports	Kiangyung	Chl. C.M.S.N. Co.
Apr. 19	River ports	Taise Maru	Jap. N.K.K.
Apr. 19	Swatow	Yungang	Br. J.M. & Co.
Apr. 19	U.S.A. via Japan	Kyushu Maru	Br. B. & S.
Apr. 19	Japan	Ashima Maru	Jap. N. Y. K.
Apr. 19	Japan	Kyushu Maru	Jap. Kaiyosha
Apr. 19	Yokohama	Yushun	Chl. C.M.S.N. Co.
Apr. 19	Swatow	Hailan	Br. B. & S.

## Departures

Date	For	Ship's Name	Flag Agents
Apr. 19	River ports	Loongoo	Br. J. M. & Co.
Apr. 19	River ports	Tafoo Maru	Jap. N. Y. K.
Apr. 19	River ports	Luenyi	Br. B. & S.
Apr. 19	Tsingtao	Pumi Maru	Jap. S. Shokai
Apr. 19	Hongkong	Melhen	Br. C.R.O.S.
Apr. 19	Tsingtao	Yinchow	Br. B. & S.
Apr. 19	Cruise	Chentao	Chl. C.M.S.N. Co.
Apr. 19	Hankow	Tsingtao	Jap. C.I.E.L. Co.
Apr. 19	Hongkong, Manila	Sawa Maru	Jap. N. Y. K.
Apr. 19	W'wei, Chefoo, Tientsin	Shundien	Br. B. & S.
Apr. 19	London, ports	Carnarvonshire	Br. G. L. E. A.
Apr. 19	Hongkong	M'vaura Maru	Jap. M. T. Co.
Apr. 19	Japan	Kumano Maru	Jap. N. Y. K.
Apr. 19	Hongkong	Tenyo Maru	Jap. T. K. K.
Apr. 19	Ningpo	Kiangteen	Chl. C.M.S.N. Co.

## THE CHINA PRESS MAIL SCHEDULE

SUNDAY, APRIL 20, 1919

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
<b>Today.</b>							
River Ports	Train & Str.	22.00					22.00
<b>Tomorrow.</b>							
Hongkong	Tea		17.00				
Hongkong and Canton	Tea		22.00				22.00
River Ports	Train & Str.	22.00					22.00
Vladivostok and Siberia	Via P. & H.	17.00					17.00
Canton	Tungwah	22.00					22.00
V'atock and Siberia via Pukow and Harbin (Daily except Sunday)	Train		17.00				17.00
Ningpo	Hsin Peking	15.00					
Tientsin	Train	17.00					
Hankow	Train	17.00					
Vladivostok	do	17.00					
<b>Tuesday, April 22.</b>							
Weihaiwei and Chefoo	Shengking	14.00					13.30
Weihaiwei, Chefoo & Tientsin	Kingsing	17.00					
Vladivostok and Siberia	Via P. & H.	17.00					17.00
River Ports	Train & Str.	22.00					22.00
Weihaiwei and Chefoo	Kingsing	22.00					22.00
Amoy	Wenchow	22.00					22.00
Japan Ports	W'noura M.	19.30					19.00
Hankow	Suwo	17.00					
<b>Wednesday, April 23.</b>							
H'kong, S. Ports, Straits, Ceylon, India and Europe	Sues	17.00					17.00
Nellore		17.00					17.00
Amoy, Hongkong & Canton	Sunning	22.00					22.00
Amoy and Hongkong	Sunning	22.00					22.00
Swatow, Hongkong & Canton	Hopang	22.00					22.00
Swatow and Hongkong	do	17.00					
<b>Friday, April 25.</b>							
Japan, Canada, U.S.A. & E'pe	China	15.00					15.00
Nagasaki and Vladivostok	Sibirsk	14.00					13.30
Japan, Canada, USA & Europe	China	15.00					14.30

\* Only correspondence specially superscribed.

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

The Chinese Post Office will close two mails daily for Tientsin, Tientsin, Peking, etc.  
a.—at 21 for S.N.R. 23 o'clock train  
b.—at 7 for S.N.R. 7:55 o'clock train  
Mails closed by 7:55 train should reach Tientsin only 45 minutes later than those closed for the previous night's train.

C. N. C.  
CHINA NAVIGATION CO., LTD.YANGTSE RIVER & CHINA COAST PORTS.  
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woonan, Luenyi, Ngankin, Poyang, Tsung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shundien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yinchow, Slagen and Kaitung.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4:30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in Staterooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 16 The Bund.

## BUTTERFIELD &amp; SWIRE

Freight: Telephone Central 77. Agents, 21-23 French Bund.  
Passage: Telephone Central 401.

## PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS  
TRANS-PACIFIC SERVICE  
"ECUADOR" "VENEZUELA" "COLOMBIA"

## SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. Ecuador ..... April 26	S.S. Colombia ..... May 3
S.S. Colombia ..... May 24	S.S. Venezuela ..... May 31
S.S. Venezuela ..... June 21	S.S. Ecuador ..... June 28

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE  
"COLUSA" "SANTA CRUZ"

## SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo	For San Francisco via Honolulu
S.S. Santa Cruz ..... April 26	S.S. Colusa ..... April 28

## PANAMA SERVICE

Regular Sailings from San Francisco  
MEXICO—CENTRAL AMERICA—PANAMA

Safety and comfort of passengers our first consideration. For information of freight or passage apply to

## PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building.  
Telephone Central 5056 Cable Address "Solano"

CANADIAN PACIFIC  
OCEAN SERVICES  
LIMITEDPACIFIC SERVICES  
QUICKEST TIME ACROSS THE PACIFICR.M.S. "EMPRESS OF RUSSIA"  
SAILINGFROM  
SHANGHAI  
TO  
HONGKONG  
VIA  
MANILA

## 26TH APRIL

## BOOKINGS NOW BEING MADE

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD  
At daily rates of exchange. Can be cashed in any city in America.

For information regarding fares, sailings, etc., apply to  
F. E. WEISS  
Acting General Agent  
Passenger Department  
Palace Hotel Building,  
Shanghai.  
Tel. Central 182.

For through bills of lading, freight rates, etc., apply to  
L. E. N. RYAN, Agent,  
Cor. Peking & Yuen Ming Yuen Rd.,  
Shanghai.  
Tel. Central 181.

## T. K. K.

SHANGHAI BRANCH OFFICE

## TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

## SEMI-TROPICAL ROUTE

## PROPOSED SAILINGS FROM SHANGHAI

## FOR HONGKONG

TENYO MARU ..... April 19, 1919

## FOR SAN FRANCISCO

TENYO MARU ..... May 8, 1919

SHINYO MARU ..... May 24, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestras, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LTD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.

North China Insurance Co.'s Building

Telephone, No. 3229.

Entrance 71 Szechuen Road.

## CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS

## "NANKING" AND "CHINA"

(15,000 TONS) (10,500 TONS)

WILL SAIL FROM SHANGHAI FOR  
SAN FRANCISCOVIA NAGASAKI, YOKOHAMA AND  
HONOLULU

S.S. "CHINA" ..... APRIL 25th

S.S. "NANKING" ..... JUNE 22nd

\*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA  
S.S. "NANKING" ..... JUNE 3rdFOR HONGKONG DIRECT  
S.S. "CHINA" ..... JUNE 21st

For further information regarding passenger fares, sailings, freight rates, etc., apply to

F. C. CHARMAN.

Acting Agent.

CORNER SZECHUEN &amp; KIUKIANG ROADS

PHONE CENTRAL 4773

## JAMES MAGILL &amp; Co.

Cargo delivered at any Address in Shanghai.

Furniture and Curios Packed for Shipment by Expert Packers

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Telephone 1848 83, Szechuen Road

# SHIPPING

## N. Y. K.

### NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government  
SAILINGS FROM SHANGHAI  
(Subject to Alteration)

**EUROPEAN LINE**  
For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, and England:

**ATSUBA MARU** ..... 19,000 Capt. N. Inatsu, April 25  
**SHIDZUKA MARU** ..... 12,500 Capt. R. Oishi, May 12

**AMERICAN LINE**  
Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.  
**SUWA MARU** ..... 21,000 Capt. R. Shimizu, May 9  
**FUJIMA MARU** ..... 21,000 Capt. T. Iriawa, June 27

**SHANGHAI-YOKOHAMA LINE** (Via Nagasaki, Moji and Kobe.)  
**YAMASHIRO MARU** ..... 7,000 Capt. Y. Nakajima, April 25  
**CHIKUGO MARU** ..... 5,000 Capt. M. Taniguchi, April 29  
**KASUGA MARU** ..... 7,000 Capt. K. Itano, May 4

**MOJI, KOBE AND OSAKA LINE**  
**WAKANOURA MARU** ..... 5,500 Capt. D. Aoshima, April 23  
**TAKESHIMA MARU** ..... 4,500 Capt. R. Akaida, April 26  
**OMI MARU** ..... 7,000 Capt. H. Kawai, April 30  
**KUMANO MARU** ..... 5,500 Capt. S. Saito, May 3

**KOBE TO SEATTLE**  
**KATORI MARU** ..... 19,000 Capt. I. Noma, April 29

**FOR JAPAN**  
**YOKOHAMA MARU** ..... 12,500 Capt. K. Okamoto, April 28

**FOR HONGKONG**  
**KATORI MARU** ..... 19,000 Capt. I. Noma, June 29

**FOR MANILA AND HONGKONG**  
**FUJIMA MARU** ..... 21,000 Capt. T. Iriawa, June 3

**AUSTRALIAN LINE**  
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).  
**NIKKO MARU** ..... 10,000 Capt. M. Yamazaki, April 23  
**AKI MARU** ..... 13,500 Capt. F. E. Cope, May 21  
**TANGO MARU** ..... 14,000 Capt. M. Nishimura, June 25

**CALCUTTA LINE**  
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).  
**BOMBAY LINE**  
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).  
The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.  
For freight, passage and further information apply to  
**T. IWUKIYAMA, Manager, Nippon Yusen Kaisha.**  
Tel. Address: Yusen, Shanghai.

## CHINESE GOVERNMENT RAILWAYS TIENTSIN-PUKOW LINE TIME TABLE

(Published by order of the Administration)  
March 15th, 1919, and until further notice

Mail 191.	Mail 3.	Miles	Peking-Mukden Line			Mail 4.		
20.35	8.35	0	dep. Peking	arr.	19.50			
23.45	11.12	84	dep. Tientsin-Central	dep. arr.	17.00			
23.50	11.17	84	dep. Tientsin-East	dep. arr.	16.53			
24.00	11.26	624	arr. Mukden	dep. dep.	16.45			
19.25								
Local 5.	Mail 3.	Exp. 1.	Tientsin-Pakow Line			Exp. 2.	Mail 6.	Local 6.
8.45	8.45	11.30	0	dep. Tientsin-East	arr.	17.05	15.45	20.15
9.53	9.55	11.40	7.71	arr. Tientsin-Central	dep.	18.46	15.55	20.05
7.25	10.15	11.55	271	dep. Tientsin-Central	arr.	16.31	15.30	19.45
13.02	16.00	15.30	148	dep. Tientsin-East	arr.	13.05	11.28	15.28
16.40	19.20	18.08	148	dep. Tientsin-East	arr.	10.35	8.47	11.55
19.57	22.12	20.21	220	arr. Tientsin	dep.	8.05	6.00	8.30
								8.
8.00	22.25	20.31	266	dep. Tientsin	arr.	2.55	5.40	19.02
9.27	1.00	22.31	318	dep. Tientsin	arr.	6.01	8.25	16.45
12.27	3.47	0.38	318	dep. Tientsin	arr.	3.49	0.40	13.00
13.47	4.02	0.48	377	dep. Tientsin	arr.	8.29	0.02	12.48
16.30	6.55	3.16	377	dep. Tientsin	arr.	1.30	21.24	9.28
19.02	8.45	4.50	420	arr. Tientsin	dep.	23.36	19.20	6.30
								10.
8.40	9.00	4.57	420	dep. Tientsin	arr.	23.29	19.00	20.50
11.26	18.02	8.38	528	arr. Tientsin	dep.	19.53	14.55	12.30
11.51	18.20	8.46	528	dep. Tientsin	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep. Tientsin	arr.	16.48	10.50	8.17
20.08	18.55	13.00	681	arr. Tientsin	dep.	15.30	9.20	6.40
N. Exp.	Exp.		Shanghai-Nanking Line			Exp.	N. Exp.	
23.00	14.20	0	dep. Nanking	arr.	14.15	6.50		
7.00	21.00	193	arr. Shanghai	dep.	7.55	23.00		
Yenchow-Tientsin Branch Line			Liachow-Yenchow Branch Line					
15.10	4.10	12.08	23.53	11.20	16.40	9.39	10.28	50.21
16.03	5.05	11.15	23.53	22.40	17.50	10.40	11.50	40.19

The station for the foreign concessions in Tientsin is "TIENTSIN-PAI".  
The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for the class Through Passengers and servants accompanying 1st and 2nd class passengers.  
Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tientsin, Hsuehchow or Pukow.  
By Order  
**THE TRAFFIC MANAGER.**  
Tientsin, March, 1919.

Large Display Advertisements  
intended for the Sunday issue of The China Press  
should be sent in before 5 p.m. on Friday

## China Political Notes From Chinese Press

The Government has consented to the postponement of the issuance of the eighth year domestic loan, but refuses to cancel the loan.  
Following the decision of the Vladivostok Conference to turn over the power of policing the Chinese Eastern Railway to China, Mr. Kuo Chung-hai was ordered to return to Kiro and make preparations for the establishment of the police forces along the line.  
A joint conference of the Ministry of Foreign Affairs and the Ministry of Communications decided to take over the rights for the construction of the Eschschu-Hupei Railway formerly granted to Germans.  
The bandits in Tehu, Lienchiang, Nanping and Lungchi of Fukien are again very active. Admiral Sah Chen-ping, the Pacification Commissioner, was ordered to exert every effort to suppress them as soon as he returns to his post.

## Classified Advertisements

### MISCELLANEOUS

**PARTNERSHIP:** A capable all-round experienced business man, with 30,000 to 50,000 taels cash, is open to join a sound, respectable firm of importers or exporters to develop its business. Answers will be treated strictly confidential, to Box 14, THE CHINA PRESS.  
22145 A.20

### APARTMENTS WANTED

**WANTED,** furnished apartment, four or five rooms complete. State terms and full information. Apply to Box 27, THE CHINA PRESS.  
22177 A.20

**WANTED** a small furnished or unfurnished house or flat of moderate rent in French Concession not far from tram. Apply to Box 10, THE CHINA PRESS.  
22159 A.20

### HOUSES WANTED

**WANTED** to rent, furnished or unfurnished, four-roomed house in French Concession; immediate occupation. Address to Box 15, THE CHINA PRESS.  
22153 A.20

**WANTED** unfurnished residence with large garden. Long lease. French Concession or Western district preferred. Apply to Box 17, THE CHINA PRESS.  
22160 A.24

## Shanghai Foreign Exchange Bankers' Association

The Exchange Banks which are members of the above Association, will be closed for the transaction of Public Business on Friday, Saturday and Monday, the 18th, 19th and 21st instant, on account of the Easter Holidays.  
22110

## HONMA HOSPITAL

No. 84 Miller Road, Tel. N. 2961

**DR. K. HONMA**  
(former Assistant at the Imperial University at Fukuoka.)  
Women's Diseases  
Confinement, Surgery  
X-Ray and Diathermy  
Examination with Uteroscope  
Skin Diseases  
Massage Treatment

## Russian Lady Dentist

**Miss A. Gauhman**  
20 Nanking Road,  
Time 9-12 : 2-6  
Tel. 1916.

## BRISTLES



**SKINS**

Born 1915 - Still existing

establishment of the police forces along the line.  
A joint conference of the Ministry of Foreign Affairs and the Ministry of Communications decided to take over the rights for the construction of the Eschschu-Hupei Railway formerly granted to Germans.  
The bandits in Tehu, Lienchiang, Nanping and Lungchi of Fukien are again very active. Admiral Sah Chen-ping, the Pacification Commissioner, was ordered to exert every effort to suppress them as soon as he returns to his post.

### Exchange and Mart

**EGGS** for hatching: Plymouth Rocks \$3 for 12. Brown Leghorns \$3, White Leghorns \$2. All from imported, first-class strain. Apply to Box 28, THE CHINA PRESS.  
22168 A.20

**AIREDALE PUPS**, sire and dam best dogs in Shanghai, male, Tls. 25 each; female, Tls. 15 each. Bargain. Apply to Box 20, THE CHINA PRESS.  
22168 A.20

**LATEST** model motor-cycle and side-car for sale, electrically equipped, speedometer, etc. No better car in China. Practically new. Bargain. Apply to Box 23, THE CHINA PRESS.  
22172 A.23

**FOR SALE**, four horse-power Indian motor-cycle, in A1 condition, recently overhauled, new tyres, trial rides can be arranged. Price Tls. 175.00 or nearest offer. Apply to Box 26, THE CHINA PRESS.  
22175 A.23

**HARLEY-DAVIDSON** motor-cycle for sale, with rear car, separately or complete. Good running order. Call 77 Szechuen Road (rear of Hall and Holte). Price of cycle, Tls. 140; rear car, Tls. 80.  
22151 A.22

**MOTOR CAR** for sale, Scripps-Booth Roadster, winter top and summer top, three seats and back seat, extras, 9 months old, cost over Tael 1,800. Will sell for Tael 1,250, immediately. Owner leaving for home. Apply Shanghai Horse Bazaar and Motor Co.  
22156 A.20

**SAFETY** Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.  
22146

## Dr. E. G. Lobzowsky

Your Dentist  
for  
**Painless Extractions**  
Four years' practice in  
New York

**Office Hours**  
9 to 12 - 2 to 6  
Whiteaway-Laidlaw Building  
Second Floor

## TAKE ADVANTAGE

OF THE  
**HIGH EXCHANGE**

Carry a Gold  
Dollar Account

WITH  
**AMERICAN EXPRESS**  
COMPANY

No. 8 Kinkiang Road

## Business and Official Notices

(Continued from Page 20)

### Kroowock Java Plantations, Limited

**NOTICE IS HEREBY GIVEN** that the Ninth Annual General Meeting of Shareholders in the above Company will be held on Tuesday, the 22nd day of April, 1919, at 4 p.m. at No. 10 Canton Road, Shanghai, China.

The Transfer Books of the Company will be closed from the 15th April to the 22nd April, both days inclusive.

By Order of the  
Board of Directors,  
**J. A. WATTIE & CO., LTD.,**  
Secretaries & General Managers.  
22025

### Ministry of Communications of the Republic of China:

Telegraph Material Supply Department

### 1919 Tender

Tenders are invited for the supply of various kinds of materials, tools, etc., for telegraph use during the whole year.  
All tenders shall close on the 3rd of June, 1919.  
Conditions governing tenders, specifications, requisition sheets, and other particulars may be obtained from the Head Office, No. 27 Markham Road, Shanghai, on payment of a fee of Mexican Dollars Ten (M. \$10) which shall not be returnable.

**E. H. GOW,**  
General Manager.  
Shanghai, 5th April, 1919.  
21941

### The Shanghai Kiebang Rubber Estate, Ltd.

**NOTICE** is hereby given, that the FOURTH ANNUAL GENERAL MEETING of Shareholders of this Company will be held at the Head Office, No. 71 Szechuen Road, Shanghai, on Wednesday, the 30th April, 1919, at 4 p.m., for the purpose of receiving the Directors' Report and Statements of Accounts for the year ended 31st December, 1918, and to transact other ordinary business of the Company.

The Transfer Books of the Company will be closed from the 24th to the 30th April, both days inclusive.

By Order of the  
Board of Directors,  
**HUGO REISS & CO.,**  
Secretaries & General Managers.  
Shanghai, 17th April, 1919.  
22143

### NOTICE

**ARTHUR G. BERZIN, M.D.**  
Physician and Surgeon.  
Office hours: 11 a.m. to 1 p.m.  
4 p.m. to 5 p.m.  
European languages spoken.  
**45 Boone Road**  
(corner Quinsan Garden)  
21734

**T. Ichiki & Co.**  
Phone North 2651.  
Dealer in  
Musical Instruments and Music.  
Y. 38, North Szechuen Road.

### The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.  
Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.  
Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.  
71 North Soochow Road,  
Telephone, Central 3385

### ANNOUNCEMENT

Messrs. Fleming and Davies beg to announce that Mr. Robert T. Bryan, Jr., is now associated with them as a partner in their legal practice, which will from date be carried on under the name of Fleming, Davies and Bryan, with offices at No. 5 Jinkee Road.

Mr. Robert T. Bryan, Jr., begs to announce that he is now associated as a partner with Messrs. Fleming and Davies in the practice of law, under the name of Fleming, Davies and Bryan, with offices at No. 5 Jinkee Road.  
22025

Dated: April 15, 1919.  
22144

### AMERICAN ARMY OFFICER

leaving the service, desires position in China. Experience in office work, High School education. Can secure release in a short time. Apply to Box 481, THE CHINA PRESS.  
22024

### NOTICE OF REMOVAL

The offices of the Liengyi Mercantile Company have been removed from the former address, No. Y-151 North Szechuen Road, to the ground floor of the corner of Soochow and Szechuen Roads.

**LOH WEN TSONG,**  
General Manager.  
22101

### NAAMLOOZE VENNOOTSCHAP

Muntchappij Tot Mijl, Bosch-En Landbouwexploitatie in Langkat

**NOTICE** is hereby given that the Annual General Meeting will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Monday, the 28th April, 1919.

By Order of the Directors,  
**GEORGE MCBAIN,**  
General Agent.  
Shanghai, 22nd February, 1919.  
21357

### Chinese Telegraphs Administration

From the 16th instant, at midnight, all clocks in the offices of the Chinese Telegraph Administration will be advanced by one hour. Notice will be given when the normal time will again be employed in the Autumn.

By Order,  
**CHOW WANG PANG,**  
District Director and Manager.  
Shanghai, April 17th, 1919.  
22154

From Cottage to Palace is far - - - but we have managed to arrange from one extreme to the other in a fashion that meets the capacities of practically any pocket.  
**V. K. SHEN & SON**  
Furniture Makers & Interior Decorators.  
9 BUBBLING WELL RD., SHANGHAI

### JAPANESE VETERINARY HOSPITAL

**DR. S. NAKANISHI**  
and  
**DR. G. KAWABE.**  
Y-A 4 Barchet Road: Tel. N. 611  
(near American Alliance Church)  
20790

### Yut Sae Chang & Co.

General Hardware Merchants, Wholesale and Retail, (Established 1881).  
A. 1284 Broadway, Shanghai

Pumps, hand and power, for all uses, leather, canvas and rubber belting for every purpose, Manila ropes, etc., etc. 12 p.m.

### ORDER YOUR

**HOT + BUNS**

AND EASTER EGGS

from MASON & CO., 90 Bubbling Well Rd., Tel. C. 3829

### Shanghai Race Club

**3RD EXTRA RACE MEETING, MONDAY, 21ST APRIL, 1919.**

The First Saddling Bell will be rung at 2:30 p.m. prompt.

Admission to the unreserved part of the enclosure, \$1.00.

Badges may be obtained from Messrs. Kelly and Walsh, Ltd., or at the Gate.

Grand Stand Tickets giving admission to the Members' Enclosure and Grand Stand may be obtained through Members.  
Price, .....\$3 each.

Applications must be accompanied by payment and must be forwarded to the undersigned before noon on Monday, 21st instant.

All Race Tickets and Badges must be worn visibly.

By order of the Stewards,  
**A. W. OLSEN,**  
Secretary, Shanghai Race Club.  
22137

### POINTERS

Four Male Pedigree

Pointer Pups

for sale. Apply Manager,

Hotel Mckanshan,

**MOKANSCHAN.**  
22145

### The Oriental Hospital

Surgical and Venereal Diseases: Injections of all kind of vaccines, serums and 1914 (666); Tests of blood, treatment by X-Ray and Diathermy.  
**DR. K. WATANABE, A.M., M.D.**

(Japanese)  
He studied medicine in Japan, America and Europe, so can speak English well.  
21 HAINING ROAD  
(fifth house from North Szechuen Rd.)  
SHANGHAI  
Tel. North 2278.  
21665

### SHANGHAI GAS COMPANY, LIMITED

**NOTICE** is hereby given that the ANNUAL GENERAL MEETING of Shareholders will be held at the office of Messrs. SCOTT, HARDING & CO., 6 Peking Road, Shanghai, on THURSDAY, the 24th April, 1919, at 4 o'clock p.m.

The Transfer Books of the Company will be closed from the 15th April to the 24th April, 1919, both days inclusive.

By Order of the  
Board of Directors,  
**GEO. R. WINGROVE,**  
Secretary.  
Shanghai, 5th April, 1919.  
21945

### CARPETS

Come and see us before buying elsewhere. Our prices are the lowest: our goods are the best.

### TIENTSIN CARPETS AND RUGS

Sheep or Camel Hair  
Made to order from customers' designs.

### HWA YENG FACTORY

127 Peking Road

### EDEN HOSPITAL

Dept. of Venereal Diseases  
P372 Nanking Road  
(Opp. Lloyd Road)  
Hours: 10-12; 2-4 except Sunday  
Special consideration to men in uniform  
**DR. JAMES YUKING, Supt.**

### TURKISH BATH and MASSAGE ESTABLISHMENT

Swedish and Japanese Treatment.  
Prof. I. K. SETO, proprietor, 15 years' experience in U.S.A. Patients treated at their residence by special arrangement. Telephone N. 2768. 25 North Szechuen Road. Open 12 noon to 12 p.m.

# Business and Official Notices

## S.S. "MELVILLE DOLLAR"

The S/S "Melville Dollar" is now discharging her cargo at the Robert Dollar Company, Pai Lien Ching Wharf. Consignees are requested to send in their bills of lading for counter-signature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognized. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on Thursday, April 24th, at 10 a.m.

THE ROBERT DOLLAR COMPANY.

## SHANGHAI HARRIERS CLUB

### NOTICE

ATHLETIC MEETING to be held on Saturday 3rd May, 1919, at 1 p.m. Sharp on the Polo Ground.

Competitors are reminded that entries for the above will close at 6 p.m. on Wednesday, 23rd April, 1919.

Entry forms can be obtained by applying to the undersigned. All Entrance Fees must accompany Entries.

FRANK W. WHITE,  
Honorary Secretary,  
Sports Committee,  
No. 38 Kiangse Road.

## NORTH CHINA INSURANCE COMPANY, LIMITED

### Notice to Shareholders.

An Interim Dividend for the year 1918, at the rate of Fifteen percent upon the Paid-up Capital, has been declared.

Warrants for 15/- per share, payable at the Hongkong and Shanghai Banking Corporation at Ex. 4/10 1/4 per Tael will be issued on 1st May.

The Transfer Books will be closed from 23rd April to 1st May, both days inclusive.

By Order of the

Board of Directors,  
H. G. SIMMS,  
Secretary & General Manager.  
Shanghai, 17th April, 1919.

SEND 75 DOLLARS FOR A RELIABLE TYPEWRITER. South Pioneer or Remington Also Coaxer Machine. Packed and Delivered Shanghai. Write for Catalogue and Prices. TAYLORS, 74, CHANCERY LANE, London, W.C. 2, England.

## NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

## GEDDES & CO., LTD.

IMPORTERS

5, Peking Road Tel. C. 346

## OFFICE MANAGERS Attention!



Because it costs less than one mistake would, it will pay you to investigate the merits of

### THE CALCULATOR ADDING MACHINE.

It is invaluable wherever figures are used, and there is no kind of business or occupation which cannot be served by the Calculator.

Mex. \$17.00

Write or telephone for convincing demonstration.

### I. SHAININ & Co.

100 Szechuen Rd.—Phone: C. 1483

"To try it is to like it"

### NOTICE OF REMOVAL

We have this day changed our address to:—

No. 31 Szechuen Road.

YOUROVETA HOME AND FOREIGN TRADE CO. INC.

22183

### FINE MODERN FRONTS

for

SHOPS

and/or

OFFICES

Ben Building,  
25 Avenue Edouard VII.

22178

### IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of  
WALTER SCOTT  
EMENS,  
Deceased.

Cause No. 741

Estate No. 282

NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Executrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before September 30, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

KATHERINE T. EMENS,  
Executrix.

c/o W. S. Emens Co.,  
7, Jinkee Road,  
Shanghai, China.

March 30, 1919. 22181

### IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of  
CARLES AMOS BIDDLE,  
Deceased.

Cause No. 758

Estate No. 287

NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Executrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before October 6, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

ELEANOR BIDDLE,  
Executrix.

18 Nanking Road,  
Shanghai, China.

April 6, 1919. 22186

### MOKANSHAN

"Hillside," 410 Mokanshan, will be opened on the 18th inst. for the accommodation of guests, until the end of April.

For terms, etc., apply to Mrs. Bickerton, 74 Bubbling Well Road, Shanghai, or to 410 Mokanshan.

22121

## HIRANO WATER

Reynell's

AT ALL HOTELS  
AT ALL CLUBS

PURITY  
GUARANTEED

### GARNER, QUELCH & CO.

The Batu Anam (Johore) Rubber Estates, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Sixth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Tuesday, the 29th day of April, 1919, at 4 p.m.

The Transfer Books and Share Register of the Company will be closed from the 22nd April to 29th April, 1919, both days inclusive.

By Order of the Directors,  
R. N. TRUMAN & CO.,  
General Managers.  
Shanghai, 15th April, 1919. 22108

The Semambu Rubber Estates, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Sixth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Tuesday, the 29th day of April, 1919, at 4.30 p.m.

The Transfer Books and Share Register of the Company will be closed from the 22nd April to 29th April, 1919, both days inclusive.

By Order of the Directors,  
R. N. TRUMAN & CO.,  
General Managers.  
Shanghai, 15th April, 1919. 22107

The Chemor United Rubber Company, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Seventh Annual General Meeting of shareholders will be held at 13 Nanking Road, Shanghai, on Tuesday, the 22nd day of April, 1919, at 4 p.m.

The Transfer Books of the Company will be closed from 15th to 22nd April, 1919, both days inclusive.

By Order of the Directors,  
R. N. TRUMAN & CO.,  
Secretaries and Managers.  
Shanghai, 9th April, 1919. 22186

### Municipal Notification

No. 2602.

7% LOAN 1919  
Price of Issue until further notice  
95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,  
Secretary.  
Council Room,  
Shanghai, April 12, 1919. 22057

Business and Official Notices  
are Continued on  
Page 19

## METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI

PHONE: NORTH 1468

## OFFICE NEEDS



AT

22

NANKING ROAD

THE OFFICE APPLIANCE CO.

SPECIALISTS IN OFFICE EQUIPMENT  
OFFICE FURNITURE MADE TO ORDER  
ESTIMATES ON APPLICATION

AGENTS FOR: THE MARCHANT, MONROE, BARRETT, Millionaire, Sunstrand and New Standard Adding-Listing and Calculating Machines and the "National" Portable Type-writer.

## Tientsin-Pukow Railway Administration

Notification No. 287

Payment of Fares and Freight, Etc.

The public is hereby informed that under instructions of the Ministry of Communications, commencing from 25th April, 1919, payments of passenger fares, goods, freight, and all other receipts will be accepted only in cash or banknotes of full face value on this railway.

(Sgd.) S. C. SHU,  
Managing-Director.

Tientsin, 15th April, 1919. 22185

## FOR SALE

10 Tons Spray Hen Yolk free from zinc deposit. Produced by the Toa Egg Drying Co. The Yolk has just been purchased from Messrs. Abe Kobei & Co. and guaranteed by them. Buyer is given option of taking cargo produced at the above company's Tsingtau or Tsinan factories. Seller will accept price below market value. For further particulars apply to Box No. 24, THE CHINA PRESS.

## SPECIAL TRANSPORTATION

FOR CARGO, PARCELS AND SMALL CONSIGNMENTS

Shanghai-Nanking and Tientsin-Pukow Railways. Immediately Dispatched at lowest rates, suitable to all parties

Rates forwarded on application, or representative will call.

APPLY: The National Transport Co.,

203/205 Boundary Road, Shanghai. Tel. North 338

or at Town Office: 11A Nanking Road, c/o Harvey's Advertising Agency.

Telephone, Central 4208

### Electrical Engineer

An electrical and mechanical engineer of many years' experience, with a full supply of tools and instruments, seeks a position as manager or foreman in Shanghai or outposts.

Best references. Please address:  
L. PODKONJAK,  
6 Wayside Road.

22141

### The International Trading Co.

General Importers and Exporters, Commission Agents and Manufacturers' Representatives.

127 SZECHUEN ROAD, TEL. C. 4103.

Managing Director: S. S. Kingsley

Gen. Manager: Windford Woo

Assistant: Jansen M. Leon

22159

## Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

### APARTMENTS

WINDSOR HOUSE, 14-18 Quinsan Gardens. Comfortable rooms front and back, (with bathroom and verandah), to let. Good table. Telephone North 482.

### Connaught House

3 Quinsan Gardens. Board-Restidence. Terms moderate. Apply Mrs. POLLOCK.

TO LET, in Western district, unfurnished three-room attic flat, with kitchen and bathroom. Rent very reasonable including taxes, water and light. Apply to Box 25, THE CHINA PRESS. 22175 A. 22

ROOM and BOARD 6 Wayside Road, Madame Antoinette. 22185 M. 3

CHARMING double-room free 1st May; fitted up for two. Select locality. Fine tennis court and garage. Choice food, good home. Apply to Box 18, THE CHINA PRESS. 22186 A. 22

TO LET, with board, large, comfortable, well-furnished room, overlooking Bubbling Well Road, suitable for married couple or two bachelors. All modern comforts, tennis, garage, stabling and telephone. Apply to Box 499, THE CHINA PRESS.

### SITUATIONS WANTED

AMERICAN business man, with full knowledge of metals, building materials, and general merchandising, seeks connection with responsible concern. Apply to Box 28, THE CHINA PRESS. 22177 A. 20

AMERICAN, at present employed, seeks new position. Understands Customs work and shipping and has good knowledge of bookkeeping and accounts. Reply to Box 22, THE CHINA PRESS. 22169 A. 23

AMERICAN (university graduate), with general office experience, wants position in office, store or godown. Will accept salary of Tls. 150. Apply to Box 19, THE CHINA PRESS. 22163 A. 20

EXPERIENCED interpreter wants work. Foreign educated. Address 117 Hong Hsing Fong, Pusan, City. 22127

### OFFICES, ETC., TO LET

OFFICES to let, new buildings 14 and 16 Canton Road: entire ground-floor and all second-floor; No. 16: one half ground-floor and all second-floor No. 14. Will divide to suit tenants' requirements. Apply premises or J. H. Hammond, 51 Szechuen Road. 22132

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS. 22180

### SITUATION VACANT

WANTED, efficient stenographer and typist. Apply to Box 11, THE CHINA PRESS. 22184 A. 22

RELIABLE Japanese amah wanted by lady in Chefoo to look after two children, three and five years old. Must be well recommended. Apply to Box 7, THE CHINA PRESS. 22123 A. 22

Classified Advertisements are Continued on Page 19

Amusement Advertising will be found on Page 17

### HOUSES TO LET

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# How Mr. Wilson Astonished the Palace Servants

Said "Sir" to King George, Was Discovered at Work on His Own Typewriting Machine, Took the Right Hand Seat in the King's Carriage, and Mrs. Wilson Omitted the "Curtsey" When She Met the Queen



One of the Picturesque Yeomen of the Guard or "Beefeaters."

LITTLE by little unpublished details are beginning to arrive concerning the now historic five-day visit which President and Mrs. Wilson paid to the King and Queen of England at Buckingham Palace, London.

Of course, most people know that it was the first visit ever paid by an American President while in office to a king, but they have probably not stopped to think of the extraordinary problems of etiquette that involved, the unprecedented issues that it raised.

President Wilson met the situation with democratic simplicity and good sense. The court etiquette of England is the relic of bygone centuries when the King was looked upon as a sort of super-human, godlike personage in whose presence, the faithful subjects must conduct themselves with obsequious and unnatural behavior. Mr. Wilson is the elected President of a great modern republic and, manifestly, it would be absurd and unbecoming for him of Mrs. Wilson to bend the knee to the crowned head of a monarchy.

In her relations with the Queen of England Mrs. Wilson acted with the same simplicity and democracy as did her husband. No one imagines that the President, an exceptionally intellectual man, was ignorant of the general rules of British court etiquette or incapable of learning all about them very quickly. There is an army of officials at the court only too anxious to instruct a visitor to the palace concerning the smallest details of etiquette.

It therefore appears certain that the President gave the matter some thought and acted as he did because he thought it was the right way to act.

Comments now received from the English newspapers show that some of the court functionaries, and especially the old servants of Buckingham Palace, were astonished at Mr. Wilson's simple and direct way of cutting the red tape of royal etiquette when the customs seemed to be senseless or unbecoming. The King and Queen understood perfectly well, but the palace servants were surprised. On the whole the tendency in England is to admire Mr. Wilson for his conduct.

That the King and Queen thoroughly enjoyed the kindly informality of their visitors is evident from their smiling appearance and many of their actions.

To come down to details, the thing that astonished the English most of all was that the President, in his speech at the state banquet at Buckingham Palace, addressed the King as "Sir," instead of "Your Majesty." Here is one of the several passages in which Mr. Wilson used this form:

"For you and I, Sir—I temporarily—embody the spirit of two very great nations, and whatever strength, and whatever authority I have, I possess it only so long and so far as I express the spirit and purpose of the American people."

It is pointed out in England that all persons, including kings and the highest foreign dignitaries, when they have occasion to address the King in a formal speech, always say "Your Majesty," if speaking English. In French they say "Sire." President Poincaré, of France, has several times used this latter form in addressing the King. It

may not be generally known to Americans that persons of good social position in private conversation address the King of England always as "Sir" and the Queen as "Ma'am," but in any address which is in any way formal it is considered indispensable to say "Your Majesty."

There is much speculation in England as to how the President, after using the simple "Sir" in a formal speech, addressed the King when he sat down for long and intimate private conversations with him, but this curiosity has not yet been satisfied.

Another fact that impressed the British mind deeply was that when President Wilson went away from Buckingham Palace in company with the King, the President had his left trouser leg turned up and not his right. He was photographed several times beside the King in this unsymmetrical costume, and also between the King and the Queen. The King was in uniform, very correctly dressed, with sword at his side, gloves on his hands and his trousers turned down.

Of course the photographs only prove that the President had other things on his mind besides the fit of his clothes, but the incident has excited comment, both in England and France. Various citizens of those countries, are asking themselves whether in order to cultivate the valuable friendship of America they should go about with one trouser leg turned up.

There was one distinctly American peculiarity of the President that worried the British court officials very much. It may be explained that the President's safety was watched over by an impressive number of high court functionaries, army officers and secret service men.

At about midnight the watchers in the Palace anterooms and corridors heard a strange, harsh, ominous, persistent regular ticking, unfamiliar to British ears, coming from the Pink Room, one of the great suites occupied by the President. The Lords-in-Waiting and the Gentlemen of the Cellars and the lesser lights of the court listened with terror and fascination. Could this be an internal machine? They had heard that they ticked. To think of such a thing being planted in the room of the President of the United States while he was a guest of the King of England was certainly unnerving.

At the risk of intruding on the President's privacy at this late hour they knocked at his door and called his attention to the danger. He calmly bade them enter and then they beheld the President of the United States industriously pounding away on his American typewriter, preparing his speech for the London Guildhall on the morrow.

Mrs. Wilson's democratic disregard of senseless etiquette impressed the British nearly as much as the President's. It was particularly remarked that she did not "curtsey" to the Queen upon any occasion. The "curtsey" is the peculiar bow how which a woman makes to the sovereign. A short, friendly nod of the head was all that Mrs. Wilson accorded the Queen while the latter bowed somewhat deeply.

Mrs. Wilson, of course, has no official position and it seems to have been expected by some people that she might act as an ordinary American woman does when received at court.

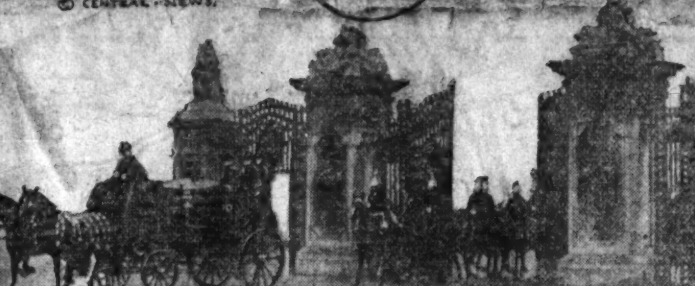
"I watched the two contrasting figures (Mrs. Wilson and Queen Mary) at the final good-by on the platform at Charing Cross," says a writer in the London Sketch. "A long and cordial handshake was the only ceremonial."

"Mrs. Wilson did not curtsey to the Queen—indeed, the slight inclination forward was the Queen's, she having an advantage of inches over her guest."

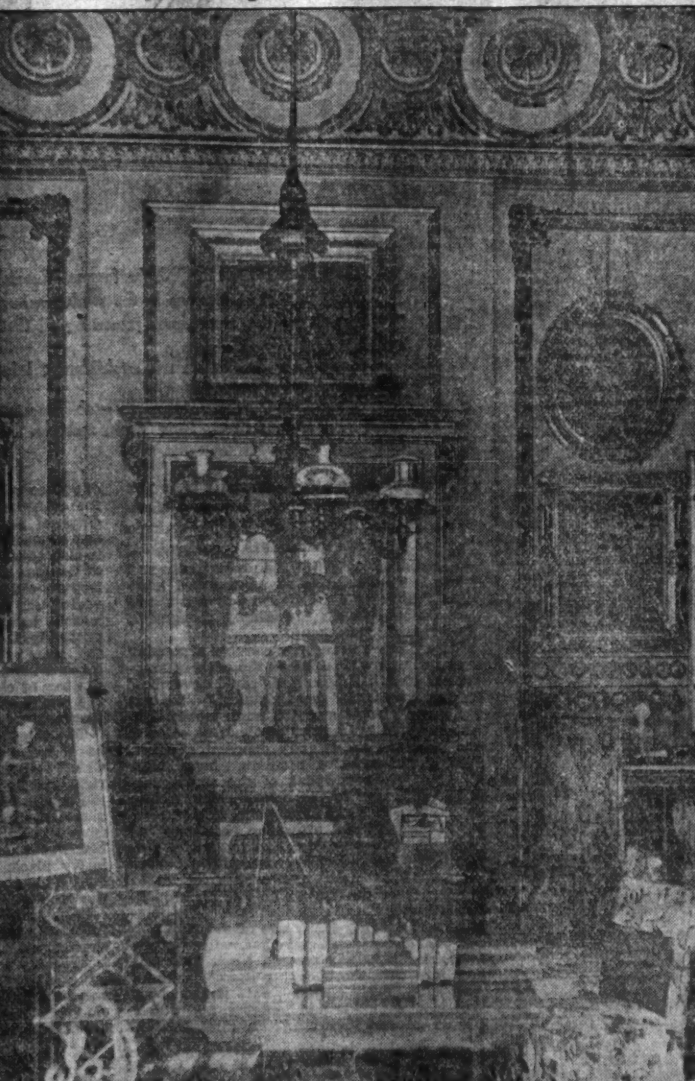
The King and Queen gave many evidences that they enjoyed the informal simplicity of their guests and the King showed his appreciation by acting at least once with the same informality. It happened entirely by chance that the President passed his sixty-second birthday in Buckingham Palace. The day was December 28. Early in the morning Mr. Wilson heard a knock at the door of his sitting room. Of course he thought it was one of the numerous functionaries or servants.

He called out, "Come in!" The door opened and there was the King of England, who held out his hand and said, "Many happy returns of the day!" It is explained that normally in court life if a guest of less rank than a sovereign had been staying at the Palace on his birthday, he might have been invited to present himself to the King and be congratulated. If, on the other hand, a King had been visiting the palace, he would have been warned in advance that the

President Wilson Standing Between the King and Queen of England and Showing the One Accidentally Upturned Trousler Leg Which Started the Silly Inquiry as to Whether This Was the New Style in America



The Royal Carriage and Escort—Mr. Wilson Preferred an Automobile



President Wilson's Private Sitting Room in the Palace Where He Did His Work

King of England intended to offer his congratulations and he would have dressed himself in full uniform and stood up in his chief apartment to receive congratulations. It was evident that the President and Mrs. Wilson made themselves perfectly at home in every way at Buckingham Palace. As one observer expresses it: "No questions of rank or precedence were raised, such as had marred the visit of General Grant."

The President took his place in the right hand seat in the King's state carriage on the two occasions when they rode together through the streets of London. It is whispered that the minor officials and servants were quite shocked at this tremendous honor to a republican President. The same captious persons were still more disturbed when, as the carriage emerged from Charing Cross Railway Station and the vast crowd cheered heartily, the President promptly acknowledged the ovation by taking off his hat. Again and again during the drive he swept off his hat with a graceful gesture, while the King gave only an occasional military salute.

British experts in etiquette hold that all cheers uttered in the presence of the King in England must be intended for him alone, and should be acknowledged by nobody else, or at least only after the King has given his acknowledgment.

The biggest jar of all was administered to official and servitorial sensibilities when the President delivered a speech from the balcony of Buckingham Palace. When the Wilsons and the royal party had entered the palace an immense crowd gathered outside and called loudly for "Wilson."

Most vociferous among them were several American soldiers and sailors, who climbed up on the palace gates and posts and defied the efforts of the London hooligans to make them come down.

In response to continued cheering the President then came out followed by Mrs. Wilson, the King, the Queen, Princess Mary and H. R. H. the Duke of Connaught. That the King's salute to the President was not a military salute is evident from the fact that the Kaiser, when in England, never went ahead of the King in public.

The cheering kept up and the President seeing that the people really wanted to hear from him made these remarks, contrary to all established precedent, from the balcony of Buckingham Palace: "I do not want to make a speech, but I do want to tell you how much I honor you men who have been wounded in this fight for freedom and to thank you all for the welcome you so generously have given me. I hope each of you will live to enjoy the fruits of the victory for which you so courageously fought."

Some amusement appears to have been created in court circles by the personal attendants of Mrs. Wilson. The King and Queen have an army of flunkies, chosen with great care from the largest and handsomest specimens in the kingdom by the high officials of the court. They wear powdered wigs, scarlet liveries, with knee breeches and white silk stockings. The President and Mrs. Wilson were attended by a plain colored man and woman.

The colored maid, who bears the name of Susie, caused the most amusement. It is reported that when the celebrated solid gold plate was brought out for the state banquet at Buckingham Palace some one asked her what she thought of it. Susie answered that it was very fine, but that they had quite as fine a collection of gold plate at the White House.

Mrs. Wilson heard of the episode and admonished Susie that they had no gold plate at the White House. "I know that, ma'am," said Susie, "but I wasn't going to let them know it."

What a contrast this humble colored couple made with their surroundings may be judged from some of the details of the great state banquet. The Lord Chamberlain and the Lord Steward of the Household, in full uniform, with their wands of office, assisted by all their deputies, also in uniform, had charge of the arrangements.

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These Men Were on Duty at the Palace During President Wilson's Visit in Addition to a Host of Functionaries and Flunkies.

The inner doors and approaches to the King were guarded by the Honorable Corps of Gentlemen-at-Arms, in full uniform, with halberds in their hands. The outer doors were guarded by the still more picturesque Yeomen of the Guard, sometimes called "Beefeaters," in Tudor costume of blue and red and gold, also carrying halberds.

A hundred servants in scarlet and gold waited on the table. No one turned his back on the King at any time, but those having to leave the presence walked backward.

The solid gold plate was mostly on the table. Part of this was purchased by King George IV for \$15,000,000, while the rest had been collected by previous kings in past centuries. Three buffets were covered with gold pieces too cumbersome to be placed on the table, including a great pitcher saved from the wreck of the Spanish Armada.

It was not only in addressing the King that President Wilson played havoc with British etiquette. He addressed the Lord Mayor of London as "Mr. Lord Mayor" instead of the customary, "My Lord Mayor." It was at a meeting in the historic Guildhall of London presided over by this somewhat mediocrate official, that our President said:

"Mr. Lord Mayor: We have now come upon times when ceremonies like this have a new significance."

It should be explained that the King would be careful to say "My Lord Mayor" in addressing the head of the ancient city.

In view of the President's disregard of the Lord Mayor's title it is significant that he said in his speech to him: "The breaking of precedents, though this may sound strange doctrine in England, is the most sensible thing to do. The harness of precedent is sometimes a very sad and harassing trammel."

President Wilson's democracy and disregard of etiquette were shown elsewhere than in England. For instance, they were noticed in Rome, where he visited the King of Italy and the Pope. It is stated that he held out his hand to the Pope and looked His Holiness "straight in the eye with a friendly smile," instead of kneeling first as is customary. A British commentator says:

"Nobody could be more friendly and more polite, but in Buckingham Palace and at the Vatican nobody more informal, than were Mr. and Mrs. Wilson. The President did not kneel to the Pope—a courtesy shown him by Kings, Catholics and Protestants, and by Sultans outside the Christian creed. But nobody minded. The chamberlains exchanged smiles, but they knew that for such a ceremony this was neither the occasion nor the man."

Catholic Kings and princes kneel to the Pope because of his religious character as the divinely inspired representative of the Almighty. It may be questioned whether many Protestant rulers would kneel. Formal visits by foreign kings to Rome have been extremely rare in recent times, because they involved the delicate question whether the King of Italy or the Pope should be considered the first personage in the city.

# "Best Beau" Gowns By Lady Duff-Gordon



The "Beware"  
Robe of  
Indigo Blue  
Velvet  
Trimmed with  
Leopard Skin

The Looking Back Gown of Taupe Velvet  
with Sable Trimmings

A Voice  
from the East,  
with the  
Three Oriental  
Touches  
in Panel,  
Neck Ribbon  
and Hat  
Trimming

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

THE group of three gowns which you see reproduced on this page I classify as "Best Beau" gowns because they are the last word in 1919 coquetry. All are afternoon gowns of the newest cuts and colors. The large left-hand figure I have called "Looking Back." It is of that shade that denotes to me the deeply thoughtful, often reminiscent, mood.

Once there was in your country a popular song through which pulsed the ache of longing for what had been and "could never be." It was called "In the Gloaming." To me the taupe always suggests such mood. Unless relieved by masses of cheerful color it has upon me a distinctly depressing effect. While I am sensitive to colors, I have heard others speak of the same reaction to the color, which is like twilight among the clouds.

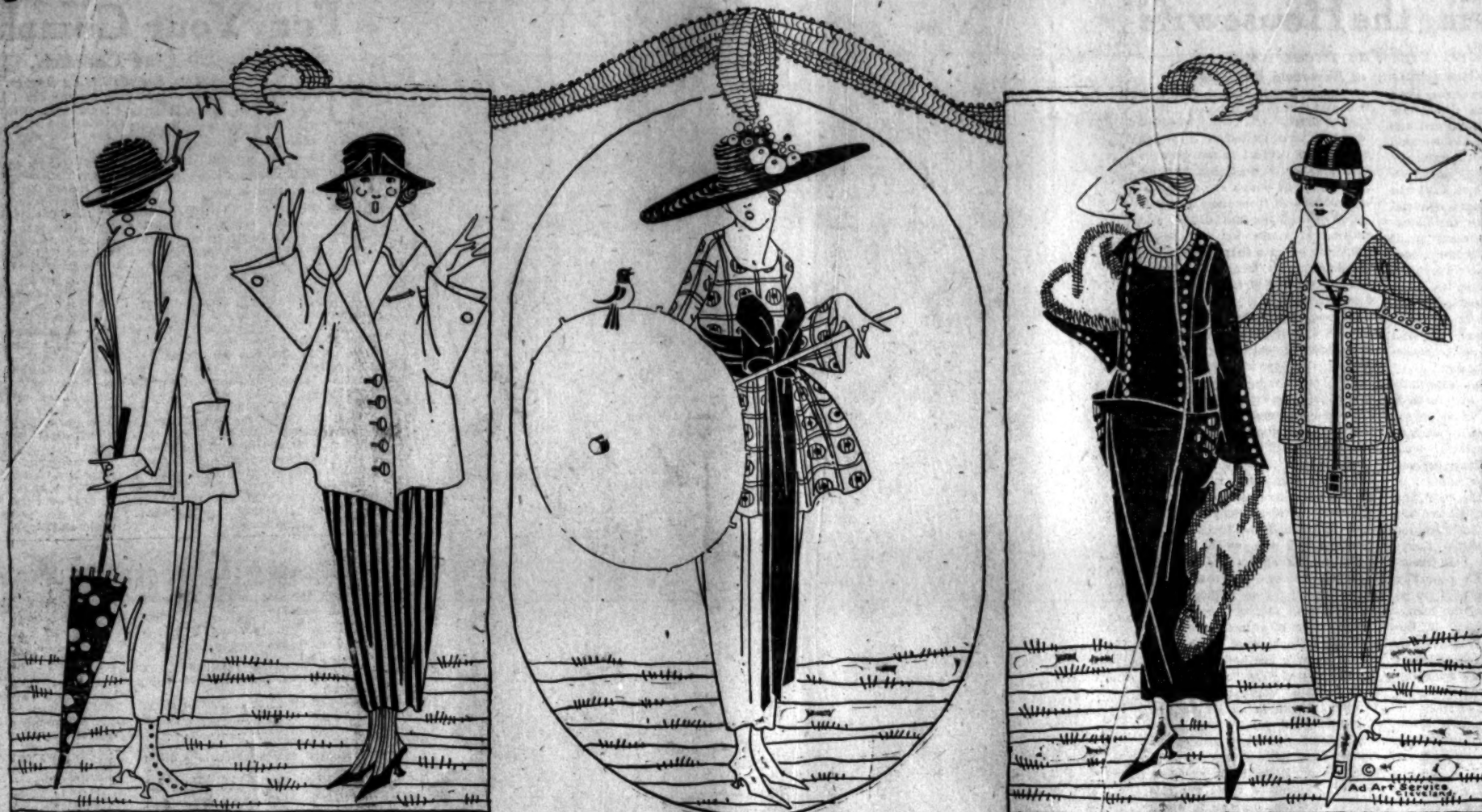
This afternoon costume of taupe colored velvet has a narrow, draped skirt with a border at neck and wrists of sable bands. Over the fur at the low neck opening falls a ruffle of ecru filet lace. The diagonal belt and hip girdle are of old blue velvet. A close black satin hat, with sloping brim, and a loosely massed black lace veil are worn with the "Looking Back" costume.

Of a distinctly different note is the gown shown on the upper middle figure, and which I have dubbed "Beware." A straight-line,

one-piece robe it is of indigo velvet. Note the coat-like arrangement in front made by diagonal slashing of the sides and a high belt of medium width. The pocket-like effect is also novel. The high collar and the cuffs of the long sleeves are of straight pieces of leopard-skin. The buff silk lining is revealed at the slashed sides and by the loosely hanging pockets and the slightly turned back sides formed by the seams in the lower part of the sleeve. The hat is of leopard skin, as are the bands which trim the bag of old blue silk. The smartness of the bag is enhanced by the tassel of copper slag-ree.

The third of the costumes of coquetry I have called the "Voice from the East." Chiefly built of blue-gray gabardine, it has rich touches of black. The upper part of the one-piece gown is of black taffeta, which meets the gabardine at the bust line. A narrow panel of blue serge-embroidered with black soutache and finished with deep and heavy black silk fringe depends from the bust line, giving an Oriental semblance to the costume.

Slightly fitted in at the waist in repeated folds, the gown terminates in a narrow, slashed skirt. The sleeves are full and fashionably wrinkled. The neck is outlined by a flatly arranged ribbon of Oriental colors in brilliant diversity. The hat is of electric blue velvet, finished by cock's feathers of indigo blue.



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Visit our elegant showrooms and select your gowns before the choicest models are bespoke.

# Health, Beauty And The Home

## Conserving the Housewife

By Mrs. Christine Frederick.

The Distinguished Authority on Household Efficiency.

WHILE we have been hearing so much about conserving food and fuel and other things, little has been said about conservation of health or time or strength. Yet, unless we have health, we will not have the time and strength to save material things. In these times the housewife, upon whom so many great responsibilities rest, should consider the conservation of her own health as well as material supplies.

Raising soldiers and other individuals to their highest efficiency means definite physical drill and hygiene. Why not with the housewife as well as with others?

All too often women, especially busy mothers, "let down" in their care of their physical selves. They may give up their morning bath or their "setting-up" exercises. This is a mistake, for nothing so well begins the day as a few minutes of simple gymnastics in the room, and similar ones should be taken every night. Most women take far too little exercise. Doubtless many, many women will say that housework is exercise, but as generally practiced it is not. In addition to the work of the home, the housewife should walk briskly in the open air every day or indulge in skating, sledding or some outdoor winter sport which will bring the muscles into activity, at the same time that a great deal of fresh air is inhaled. If housework were sufficient exercise there would not be so many overly fat women from the age of forty on.

Another fact which contributes to the overweight of thousands of housekeepers is wrong eating habits. Frequently they do not eat at regular periods, which is bad for the stomach and the elimination organs. Again, they may not care to take the trouble to prepare a regular meal, but fix what they call a "snack" and make the further mistake of eating it hurriedly. Still more frequently they choose an unbalanced diet, selecting an excess of starches, sweets and similar foods which clog the intestines.

While constipation is the national evil, the doctors tell us that more women suffer from it than men. The observant person notices at once the difference between the average diet of men and women. A business girl or a woman shopping will order a cup of chocolate and whipped cream and some form of pastry for lunch, while the chances are the man will order ham and eggs or some similar substantial food.

The woman in the home should take particular care to eat sufficient coarse foods to keep her elimination active. She should eat bran frequently and also vegetable gelatin, spinach, carrots, raw cabbage and all sub-acid fruits like apples, pears, oranges, prunes, etc. She should never eat in a hurry or when tired or especially when she is at a "nervous tension," as

then food is likely to disagree with her and cause headaches. However, much of the so-called "fatigue" and headache to which women are subject is not because they are really tired, but because of the poisons which are not properly eliminated from their systems.

Coffee and tea are drugs, and nothing is worse for the housekeeper to get into than the habit of drinking coffee frequently during the day instead of sitting down to a regular meal.

To keep in good health, especially for one with the responsibility of a house-mother, satisfying sleep is needed. Perhaps the best method, and one fast coming more and more into vogue, is sleeping outdoors. It is no longer considered a fad, but the way to get the most oxygen and the most restful slumber.

Any porch may be transformed into a sleeping porch, with the aid of canvas screens or bamboo shutters. A small single bed is best, and should be fitted with a good mattress and several pairs of blankets. No sheets are used in sleeping outdoors, and the sleeper should have a long nightgown of palamas with feet or socks.

The secret of successful outdoor sleeping is to have as much cover under as over the body. Even in the latitude of New York it is possible to sleep outdoors the entire winter. There is no better way of reducing the danger from colds, tuberculosis or other contagious diseases, as well as insuring more quiet sleep. It would be excellent if every housewife could try this plan of sleeping, because it would give her more vitality for her daily work.

Compared to genuine exercises like walking, tennis, golf, etc., housework is slow and does not use the muscles violently enough. One reason why women do not get more exercise out of it is because they are wrongly dressed. They should never work in heavy dresses with belts and tight armholes, but in some modification of a middie blouse costume which allows unrestricted upward movement.

Sweeping, beating rugs and washing are the three most violent kinds of house exercise, and when not indulged in to excess they will prove far more beneficial than harmful. A pair of bloomers is an excellent thing in which to do such heavy work, and there is no reason why the woman in the house cannot adopt such a sensible work costume.

But, in addition to housework, it must be emphasized that every woman should take quick, active walks or indulge in some outdoor sport for a short period every day. There never was a time when health was at such a premium, not only health for the individual woman herself, but for the nation. It has been a matter of concern that so many thousands of young men were rejected for army and navy



"After the Shower, a Vigorous Rubbing and Then I'm Ready for my Exercises." Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO.

service. But how can we expect anything else if the mothers of the nation do not practice hygiene and do not bring their families up in a biologic way?

Conservation, like many other things, should begin at home. The housewife's health is not something to be overlooked, but something to be watched over carefully and brought to the highest point of its power.

## Appetizing Menus for the Week

MONDAY.	TUESDAY.	WEDNESDAY.	THURSDAY.	FRIDAY.	SATURDAY.	SUNDAY.
<b>Breakfast.</b> Cereal with Dates. Toast, Coffee. <b>Luncheon.</b> Potatoes Scalloped with Left-over Meat. Bread. Canned Peaches. Tea. <b>Dinner.</b> Vegetable Soup. Crackers. Timbales. Mock Hollandaise Sauce. Pineapple Whip. Coffee.	<b>Breakfast.</b> Oranges, Cereal. Rabated Rolls. Coffee. <b>Luncheon.</b> Fried Chicken. Spoon Bread. Lettuce Salad. Cookies. Tea. <b>Dinner.</b> Macaroni with Cheese. Celery. Apple Sauce. Gingerbread. Coffee.	<b>Breakfast.</b> Stewed Prunes. Cereal. Toast, Coffee. <b>Luncheon.</b> Bananas and Peanut Salad. Rice Bread. Tea. <b>Dinner.</b> Pot Roast. Browned Potatoes. Gravy. Boiled Onions. Cabbage Salad. Lemon Jelly. Mock Cream. Coffee.	<b>Breakfast.</b> Sliced Bananas. Cereal. Corn Muffins. Coffee. <b>Luncheon.</b> Fried Fish. Potatoes. Muffins. Apple Sauce. Dinner. Left-over Beef and Potatoes. Rice. Jellied Philadelphia Relish. Peas. Prune Pudding. Coffee.	<b>Breakfast.</b> Stewed Fruit. Oatmeal with Raisins. Toast, Coffee. <b>Luncheon.</b> Milk Oyster Stew. Crackers. Pickles. Fruit Jelly. Dinner. Spanish Mackerel. Potatoes. String Beans. Carrot Salad. Pudding. Coffee. Creamy Sauce. Coffee.	<b>Breakfast.</b> Grapefruit. Poached Eggs on Toast. Coffee. <b>Luncheon.</b> Asparagus Baked with Cheese. Graham Bread. Celery Salad. Small Cakes. Tea. <b>Dinner.</b> Baked Beans with Salt Pork. Mustard Pickles. Fruit Salad. Coffee.	<b>Breakfast.</b> Grapefruit. Poached Eggs on Toast. Coffee. <b>Luncheon.</b> Mock Duck. Brown Gravy. Rice. Green Peas. Lettuce Salad. Pudding. Coffee. <b>Dinner.</b> Creamed Eggs on Toast. Oatmeal Cookies. Cocoa.

## Tested Cooking Recipes

### Jellyade.

MIX 1 tablespoon malted milk with enough cold water to make a paste. Add  $\frac{1}{2}$  cup ice cold water. Beat 1 tablespoon of currant jelly, add 2 tablespoons cracked ice and combine with milk. Serve cold.

### Oatmeal Lemonade.

MIX  $\frac{1}{2}$  tablespoons oatmeal,  $\frac{1}{2}$  teaspoon salt and  $\frac{1}{4}$  cup cold water. Stir into  $\frac{1}{2}$  quarts boiling water and boil gently two or three hours. Strain and add sugar to taste. Cool and add the juice of 1 lemon.

### Onion Soup.

COOK  $\frac{1}{4}$  large or 1 medium onion, thinly sliced, in 1 tablespoon butter for eight minutes. Add  $\frac{1}{4}$  cup chicken stock and simmer about thirty minutes. Press through fine sieve, add 2 tablespoons cream and  $\frac{1}{2}$  egg yolk slightly beaten. Season with salt and pepper.

### Cereal Omelet.

BEAT 1 egg yolk with thick and lemon colored. Add  $\frac{1}{2}$  tea spoon salt and a dash of paprika. Add 3 tablespoons of warm, cooked oatmeal or hominy. Fold in 1 stiffly beaten egg white. Turn into buttered omelet pan, spread evenly and cook slowly until light brown underneath. Then place in oven over finished cooking. Fold, turn on hot platter and serve with or without white sauce.

### Baked Egg in Tomato.

CUT a slice from stem end of ripe tomato and scoop out the centre. Break a fresh egg into this cavity, sprinkle with salt and pepper, replace stem slice, place in small glass baking dish and bake gently until egg is set.

### Italian Spaghetti.

BOIL 1 pound spaghetti until tender. Drain well. Fry 2 or 3 cloves of garlic in  $\frac{1}{2}$  cup oil. Mix 1 can tomato paste with an equal amount of water and add to the garlic and oil. Cook very gently until thick. Season to taste with salt and pepper. Pour this sauce over the spaghetti and serve with grated Parmesan cheese.

### Apple Muffins.

CREAM  $\frac{1}{4}$  cup butterine, add 4 tablespoons sugar and then 1 well-beaten egg. Mix and sift 2 cups flour, 4 teaspoons baking powder and  $\frac{1}{2}$  teaspoon salt. Add alternately with  $\frac{1}{2}$  cup milk to the muffin mixture. Mix well and bake in greased muffin pans in a moderate oven about  $\frac{1}{2}$  hour.

### Baked Oustard.

BEAT 1 egg slightly. Add  $\frac{1}{2}$  tablespoons sugar and a few grains of salt. Pour in gradually 2-3 cup scalded milk, strain into small buttered moulds, sprinkle with nutmeg or cinnamon, set in pan of hot water and bake in a slow oven until firm. This custard may be removed from moulds for serving.

### Caramel Sauce.

CARAMELIZE 1 cup granulated sugar. Then add 1 cup boiling water and simmer gently about 30 minutes. Add  $\frac{1}{4}$  cup chopped nuts, if desired.

### Spinach Soup.

COOK 1 tablespoon cooked spinach with 1 cup chicken stock about eight minutes. Rub through puree sieve, repeat and add 1 egg yolk slightly beaten and mix with 1 tablespoon heavy cream and salt and paprika to taste.

### Ivory Jelly.

SOAK  $\frac{1}{2}$  teaspoon gelatin in  $\frac{1}{2}$  tablespoon cold water. Dissolve in  $\frac{1}{2}$  cup scalded milk. Add  $\frac{1}{2}$  tablespoon sugar and a few grains of salt, and when cool add 2 tablespoons heavy cream and  $\frac{1}{2}$  teaspoon vanilla. Stir occasionally until the mixture begins to jelly. Then turn into mould, wet with cold water. Serve with sugar and cream.

### Creamed and Curried Shad Roe.

COOK the roe in gently boiling salted, acidulated water. Then drain and rinse with cold water. Cut the roe in small cubes, sprinkle with a few drops of lemon juice, salt and pepper and let stand an hour or two. Melt 2 tablespoons butter and add 2 tablespoons flour, blending well, and add 1 cup milk. Stir until smooth and thick. Season to taste with salt and pepper. Add the diced roe. A tablespoon of curry powder may be added if desired.

### Fruit Gingerbread.

PEEL and scrape 1 banana and beat it to a pulp. Add  $\frac{1}{2}$  cup sour cream,  $\frac{1}{2}$  cup molasses and 1 tablespoon melted fat. Mix and sift  $\frac{1}{2}$  cups flour, 1 teaspoon soda, 1 teaspoon baking powder, 1 teaspoon ginger and  $\frac{1}{2}$  teaspoon salt and add to first mixture. Beat well, add  $\frac{1}{2}$  cup chopped apple and bake in well-greased muffin pans.

### Compote of Bananas.

PREPARE a syrup of  $\frac{1}{2}$  cup sugar and  $\frac{1}{2}$  cup water. Peel and scrape 2 or 3 bananas and slice thin. Add to syrup and bring to boil. Add a small grating of orange peel. Skin bananas as they become soft and place them on a hot plate. When all are cooked boil the syrup down. Cool slightly, add bananas and serve with molded rice or molded cornstarch pudding.

### Chocolate Marshmallow Cake.

CREAM  $\frac{1}{4}$  cup butterine. Add 2 squares chocolate, melted over hot water. Add 1 cup corn syrup and blend well. Add 1 egg, beaten until light, and  $\frac{1}{2}$  teaspoon vanilla. Mix and sift  $\frac{1}{2}$  cups flour with  $\frac{1}{2}$  teaspoon baking powder and  $\frac{1}{2}$  teaspoon salt. Add alternately with  $\frac{1}{2}$  cup milk to first mixture. Bake in two well-greased shallow cake pans about seven inches square. Remove from pans, and while warm put together with marshmallow cream. Cover the top cake with marshmallow cream. Melt 1 square chocolate over hot water and spread evenly over marshmallow. Just before chocolate is firm or set crease in squares.

## For Your Complexion

By Lina Cavalieri,

The Most Famous Living Beauty.

DAILY baths and good complexion are so closely related that they can be separated only with great difficulty. You may have one without the other; but, if so, it is merely a case of great good luck; that is all.

To make the bath have a tonic and stimulant effect, as well as agreeable to take, I have made many experiments. The most successful I have found to be this:

To a tub half full of warm, not hot water, which is sometimes too enervating, add one pound of table salt and one pint of violet ammonia. The bath should be prepared for ten minutes before one enters it, for the salt should be thoroughly dissolved and the ammonia become well mixed with the water.

This is the way I take it. As soon as I rise in the morning I plunge into a tepid bath. The temperature I take myself, to be sure that no mistake has been made. When the thermometer which I thrust into the water registers about 95 degrees Fahrenheit I am satisfied. If higher, it is too warm. If lower, it is too cold.

In the tub I allow myself to remain just twenty minutes. More than that is weakening. While in the tub I play about as joyfully as a young porpoise. If I feel like singing, I do so, but never lie still. This invites rheumatism and neuralgia. Take the soap and scrub the body vigorously. Do not leave a single spot untouched. When you feel that you are thoroughly clean then you can take the cold shower bath upon your shoulders.

Then, if possible, I do not immediately put on my clothes, but take a series of active exercises, such as running about my bedroom, taking the sun bath. The body is too much clothed, so when I can, I give it a chance to drink in the sunlight and fresh air. But you must be exceedingly careful not to take any cold. If the body feels chilled, put on your woolen bathrobe. Then you are ready to take some more active exercises, which shall expand the lungs. This ends the general treatment. If afterward you want to apply local remedies, you may do so. But when you have finished do not fail to fluff over the face a dainty coating of rice powder. It deliciously cools and refreshes the skin.

## Beauty Questions Answered

MY neck is getting thin and "ropy" looking. Please tell me how to make it plump and attractive once more.—D. I.

Feed the hungry muscles of your neck with the following nourishing cream:

Almond oil .....  $\frac{1}{2}$  ounces  
Lanolin .....  $\frac{1}{2}$  ounce  
Spermaceti .....  $\frac{1}{2}$  ounce  
Witch hazel .....  $\frac{1}{2}$  ounce  
Tincture of benzoin .....  $\frac{1}{2}$  dram

WHAT would you advise for nails that have grown soft and dull looking?—L. K.

For such a condition I have found of value this mixture, which, after having been melted over a slow fire, cooled and poured into a pot made jar, should be rubbed on the nails to restore them to their former hardness and brilliancy:

White wax ..... 250 centigrams  
Nut oil ..... 15 grams  
Resin ..... 5 grams  
Alum ..... 1 gram

PLEASE tell me of a good mouth wash that can be easily prepared at home.—C. R. H.

Here is an antiseptic wash that is highly recommended for keeping the mouth in a thoroughly sanitary condition:

Water (boiled and filtered) ..... 1 quart  
Alcohol ..... 1 pint  
Salicylic acid .....  $\frac{1}{2}$  dram  
Oil of peppermint ..... 15 grains  
Orange flower water ..... 15 grains

WHAT can I do to improve rough, sharp elbows?—F. G. S.

To overcome that roughness scrub them slightly with a pumice stone that has been dipped into warm water. Rub the roughened spots gently with this, and slowly, lest you irritate the skin. If in spite of this precaution the skin is abraded then apply a little cold cream or olive oil. To correct that unlovely sharpness you should massage the flesh around the elbows daily with palms well greased with mutton tallow or lanolin.

CAN you advise me about a crop of wrinkles and crow's feet that I have acquired since my boy sailed for France a year ago?—MRS. K. D.

Worrying cannot possibly do you any good. Consequently, if you value your peace of mind you must not, dare not worry. You are giving out your strength faster than you are renewing it. The thing for you to do first is to take the rest cure. Go to bed and stay there for three days. In your darkened room sleep, the great ironer out of lines, aided by generous and frequent applications of cold cream, will remove your wrinkles. Here is a cream that has an excellent astringent quality:

Almond cream .....  $\frac{1}{2}$  ounces  
Rosewater ..... 5 ounces  
Alum (powdered) ..... 60 grains

MY skin is yellow and withered looking and my neck is all wrinkled and "leathery." How can this be improved?—J. K. L.

By undertaking a regular series of massage movements whose aim is to promote circulation in the neck. The yellowish, withered-looking skin denotes that the blood flows weakly in that part of the body, and the flabby muscles show a lack of sufficient exercise. A good developing exercise for the neck is to let the head lie back as far as possible on the shoulders and then roll slowly from one shoulder to another. Before "feeding" the throat muscles the hands should be immersed in a nourishing cold cream like this:

Almond oil .....  $\frac{1}{2}$  ounces  
Lanolin .....  $\frac{1}{2}$  ounce  
Spermaceti .....  $\frac{1}{2}$  ounce  
Witch hazel .....  $\frac{1}{2}$  ounce  
Tincture of benzoin .....  $\frac{1}{2}$  dram

MY lips get blue and parched whenever I go out of doors. Does this mean that I am anemic?—H. R. S.

Not necessarily, because sometimes it is only the cold weather that makes them look this way. Anoint them morning and night and before leaving the house with this solution:

Honey ..... 1 ounce  
Glycerine .....  $\frac{1}{2}$  ounce  
Rosewater ..... 1 ounce

WHENEVER I am out in society and meet a stranger I get so nervous that my hands become cold, moist and disagreeable to touch. How can this annoyance be prevented?—M. Y. U.

A simple astringent lotion will usually correct this trouble. Here is an effective powder which may be rubbed on the hands a short while previous to your going out:

Oxide of zinc ..... 1 dram  
Starch .....  $\frac{1}{2}$  ounce  
Lycopodium powder ..... 2 drams  
Boric acid ..... 1 dram  
Orris root (powdered) .....  $\frac{1}{4}$  ounce

MY husband says that no woman has a right to make any attempt to cultivate her beauty. She should be contented to remain as God made her. He says. What do you think?—MRS. O. H. C.

Your husband is both bigoted and stupid. His reasoning is false and based entirely on false premises. That a woman should consciously cultivate her beauty seems to him an anomaly. But he is wrong. On the other hand, I do not mean that a woman should think only of pretty clothes or spend all her time wondering if her nose is powdered sufficiently, but I do think she should strive earnestly to develop all her feminine charms to the highest extent of which she is capable. I also believe that good health should be the fundamental basis of whatever outward beauty of face and form she may possess.

MY skin is splotchy and mottled looking. I have taken laxatives and drunk buttermilk in large quantities, but the trouble still remains. What do you think would clear it?—E. E. H.

A complexion mask is sometimes a splendid help in clearing a mottled skin like yours. Here is a mask paste which is very effective:

Liquid honey ..... 2 ounces  
Barley meal ..... 1 ounce  
White of one egg

After thoroughly cleansing the skin at night with warm water and a mild soap then apply the paste, spreading it smoothly and evenly with the fingers upon the cheeks, nose and forehead. In the morning add ten drops of tincture of benzoin to a quart of warm water and with this remove whatever of the paste remains on the skin.

MY hair is very dark and I would look pretty only if it is beginning to turn gray years, before it should. Can you tell me of something that will prevent this?—E. D.

I do not believe in using anything to darken the hair except henna, but this turns the hair a reddish hue that may not go well with your dark tresses. You may assist nature with this remedy, which others tell me they have successfully used to arrest premature grayness:

Good claret ..... 30 grams  
Sulphate of iron .....  $\frac{1}{2}$  gram  
Bring these to a boil. Keep in a well-corked jar in a cool place and wash the hair with it after each shampoo. If necessary it can be used two or three times a week. Permit the mixture to dry on the hair.

# Spring Evening Gowns Airy And In More Delicate Colors

Less Metallic Brocade Used And Tendency Is Toward Reincarnation Of Watteau Modes, Modified

The season has been a prosperous one in evening gowns. No shop or dressmaker had cause for complaint. The world of women behaved exactly as prophets expected them to do.

There was a change in evening gowns during the first week in February which was significant of new ideas and inspiration, brought about by the opening of the American Riviera. One significant fact was that less metallic brocade was used than during January. Few, if any, velvet gowns were made. Heavy gold and silver net was not so lavishly used. The tendency was away from the mediocrity of those gowns that burst upon a new world after November 11.

It is probable that civilized society had not seen in five centuries the amount of splendid metallic fabrics on women that were worn from the middle of November until the middle of February. They were gorgeous enough in their workmanship and coloring to suggest ancient wars, but in this case they were worn to proclaim peace. They were merely an expression of joyousness and incipiently of prosperity.

They were surely gowns with a price. No one indulged in them who had a small allowance. The condition seemed to the reporter of fashions strong evidence of a plentiful supply of money in the country when the revived social life was taken part in by women who were gowns made of such fabrics.

Whether or not next winter will be the time and place for a revival of these splendidly woven metallic cloths no one knows, or cares, unless there are some who have anxiety as to the disposal of the fabrics left in their possession. The hour seems to have passed for these gowns. They will be temporarily laid aside, to meet whatever fate falls upon them when the next frost comes.

Naturally, the woman who possesses this type of frock will wear it. It is at the height of fashion. There is no cabal against it. The fact must be pointed out, however, that one who is ordering new evening frocks should not extend patronage to these splendid weaves.

## Not Suitable For Spring Use

They are not suitable for spring nights. They need the artificial warmth of winter, with its curtained windows, its brilliant light, its exotic heat in the house. This is true of the heavy metallic brocades, mind you, but not of those soft, exquisite silks that are placed upon the market and that lend themselves most happily to the swathing of the figure that fashion permits.

The Paris house of Callot has always chosen a few exquisite supplies of brocade to exploit every season. They are offered in February and August. There are times when American buyers rebel against their splendor, but this rebellion does not affect the tradition of one of the most celebrated fashion houses in the world, and what was done last February was done this February.

Callot constantly shows a brocade that has a thread of silver through it, but this bit of bullion does not destroy the simple quality of the brocade. One sees this glint of silver through the new pink and blue brocades, that may be the forerunners of pastel shades for evening wear. It is possible, you know, that the vivid coloring and intense brilliancy of the gowns we wear now, may have worn since the middle of November, may be substituted by the Watteau shades that were closely linked with the eighteenth century, and this subtle change may be what is occurring to evening clothes just now.

There are many reasons for this change in coloration. The world worked itself into a fever in its desire for what the French call *couleur* and window colors, but which are associated in the public mind with all the pageantry of victorious war.

When the world gets obsessed about a certain fashion it soon gets tired of it. Therefore, it is the psychological moment to bring in the gowns of coquetry, and these are best suggested by pink, blue, lavender, pale yellow and pale green. Spring, actual spring, will show.

## Lake Historical Pageant

Our clothes have been a heavy diet for three months. We have worn all the clashing symbols of power. It has taken brave women to exploit some of the gowns that were created by leaders of fashion. Many an audience has looked like a stage group for a historical pageant.

Now that the public has revelled in these colors, has had its fill of them, it is colors, has had to regard with approval a change to coquettish attire. Those who are closely in touch with manufacturers and dressmakers have warned a world that did not listen of the coming of Watteau clothes and colors. They have insisted that it was

wise to buy one's new frocks in the tones that have been associated with femininity except during certain magnificent epochs of the world's progress.

There is a protest of course against certain of the pastel shades because they make women appear anemic; they rob them of character; they reduce them to milk and water. If these washed out tones were determined upon for the season's output of evening gowns it would truly be a drastic and severe change from what we have worn since November, and not an agreeable one.

But the weavers and dyers have not been so short sighted as to create colors that are anemic. One gets brilliancy and character in certain shades of pink, blue, and lavender, and as the French flag and the English rose are taken as models of new coloration one can easily grasp the fact that criticism will not be provoked.

## Criticism On Ground Of Cost

There will be criticism of a certain kind concerning this abrupt change, if it comes to pass as prophesied. It will deal with the extravagance of fashion. It will rake over the coals the people who institute new things, in place of old ones, in such rapid succession that the purses of the well-to-do are emptied if one attempts to march with the leaders.

No one can claim charity to the public on the part of the manufacturer or dressmaker. They are working for their living and they are doing the best they can to make a fortune out of it, and they take an immense gamble each season in the clothes they offer.

Their argument is that the public will not buy unless something new is offered. The pessimists suggest that it would be wise to keep the public from buying; the financialists insist that money should be kept in circulation and women should be urged to spend it on new clothes.

One thing we are quite sure of this spring is that the introduction of light colorings will cause a large outpouring of money if women endorse them. Public inclination is toward the lighter shades of fabric as spring advances, and for this reason alone—a traditional one—the manufacturers have a strong argument in their favor.

The American public has always wished to discard its heavy and deep-colored clothes when spring bursts into full glory, and it does not care for the clash and clang of metallic threads and heavy ornaments when the thermometer gives gentle promise of what it can in summer. Adding all these conditions one to another, it is possible that the sum total will be the reinstatement of fashion of rose pink, light blue, Nile green and the lavender or heliotrope. Such were the clothes of the gay, light hearted eighteenth century.

## Straight Lines, Not Pinafores

There is no well defined attempt to carry out the Watteau colors in Watteau contours. Here and there one sees a decided effort of one designer to enforce upon the public the outstanding bunched drapery at the hips and the light bodice, pinched in at the waistline, but the public looks unkindly upon any attempt to coerce it from the straight and narrow path.

Women have been far too comfortable in gowns the weight of which is carried by the shoulders, and whose lines do not contract the waist, for them to change into something uncomfortable without delay and argument.

Those who look beyond the horizon insist that they see much of this coquetry in dress coming to us and that we will yet accept, and not in the far future, the excessively feminine styles of the eighteenth century.

They say that everything indicates the real reincarnation of this type of apparel and that it should not surprise the public to find itself inordinately white wigs or white hair piled high on the head, a quantity of rose garlands, a skirt looped up on the hips, the square décolletage that spreads upward from the collarbone and elbow sleeves with their expansive ruffles of precious lace. Many Characteristics Here Now.

If one looks closely at the fashion of the hour one finds many of these characteristics embodied in it. Individual designers, who care little for the accepted trend of style with its wholesale commercial aspect, insist upon all the dominant features of the eighteenth century era in clothes, with the exception of the panier.

There are fashion features of the era that adhered in the Napoleonic epoch which will accept without argument in our spring evening gowns. These are the square décolletage in front with its high line on the shoulder, and the lavish use of ribbons that can be called sumptuous without misplacing the word.

The war brought in the kind of décolletage that was very low in front,

high at the back and with the material high on the shoulders. If you pay strict attention to new gowns you will see that the shoulder strap has given place to drapery and that the material of which this drapery is formed reaches nearly to the base of the neck at the sides, even when it is low in the back.

This may sound trivial, but as an indicator of a new movement in fashions it should be regarded as expressing importance. The woman whose shoulder draperies slip off the shoulder, and over the top of the arm, is entirely out of the picture this spring. Her whole effort should be to keep her shoulder draperies snug and tight, fitting them into that curve that comes into every shoulder just before it joins the neck.

This drapery is transparent, and therefore there is no fault of bulkiness to correct. It is often edged with galloon of crystals or metallic embroidery, so that it presents a kinship to the shoulder strap that has disappeared.

Another feature connected with the décolletage of the eighteenth century which is referred to fashion today is the tightened folds of the bodice as the material goes around the figure. This bodice may be low, but it has that drawn-in effect across the chest which was significant of feminine apparel at Marie Antoinette's court. No looseness at the top of the bodice is permissible. It must not sag, and it must not be cut low under the arms, in the fashion that has prevailed in the last five years. It pulls in the figure until it is reduced to its smallest possible proportion.

## The Coquetry Of Ribbons

There is no coquetry in dress without the use of roses and ribbons. The eighteenth century knew that full well. Today both accessories are revived.

Roses are used to create lines on the surface of the gowns. They are made of satin, of crystals, of panne velvet. They are swung around the deepest armholes, they outline an apron effect. They are dropped from waist to ankles in straight lines to accentuate the movement of the skirt drapery. They swing from one hip, across the front and up to the end of the spine. They are placed across the front of the bodice like the modern Sam Browne belt, which is merely an adaptation of the sash of ancient Europe to indicate military rank. So much for roses.

The field of ribbon is so wide that it is not possible to outline it in small space. Entire gowns are made of the new ribbons. Bodices are built of them to go with full skirts. Culottes, trousers are made of them to wear under top coats with cloth or crepe machine skirts.

There is no diminution in the employment of metallic threads in these new ribbons. Some of them are made entirely of gold or silver. The coloration is stamped upon them as a design or woven in the threads.

When the average mind thinks of ribbon effects it thinks of them as heavy and unwieldy, but the display of these new ribbons should be seen to get that impression corrected. One yard of the new ribbon would justify any gown's existence.

## When My Boy Comes Home

By MINA

### Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often add ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Clara Somers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

### Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long, but I felt sure that if she really tried she could make a very great improvement.

### Removing the Wrinkles

To smooth out the wrinkles I made her get a little puremacerolled wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Macerolled wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

### Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the colour might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tannin, and to use it regularly for a week. The tannin should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

One fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of starch dissolved in warm water. After a starch shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

### The Finishing Touches

Instead of using powder Gladys got an ounce of clean milk and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight colour to the cheeks, she applied a little collodion with a piece of cotton wool. Collodion is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the colour deepens slightly giving an absolutely natural appearance.

You have heard of

# Pond's Vanishing Cream—

seen it often, no doubt;

But do you know how different it is from any cream you ever used? Do you realize that it does for your skin something that no cold cream can do?

Rub a little Pond's Vanishing Cream on the back of your hand. At once it disappears. Notice how quickly your skin takes on a soft, milky tone. Even one application gives your skin a softness, smoothness and delicacy of coloring that is noticeably lovely.

Every woman who knows how to make her skin look its loveliest has found that, necessary as a cold cream is, it is not enough.

She knows that the skin also needs the protection a greaseless cream gives—a cream that can be applied while dressing, before going out.

Whenever your skin feels dry or drawn, or your face shows fatigue, you will find an application of Pond's Vanishing Cream remarkably refreshing. Entirely free from oil and absolutely greaseless, it lies cool and smooth on the skin for an instant, then vanishes.

People with oily skin should never use an oil cream

The famous skin specialist, Dr. William Allen Posey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

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## New Blouses For Spring

As you walk down the "Avenue" at this season, the spirit of a more joyous era is reflected in the clever new blouses that shed their prettiness from the shop windows. Something unusual and quite apart from the aristocratic silk and georgette crepe blouses of the Winter are the sheer new organdie blouses of dainty tints. And so practical, too, are these blouses that they are sure to please the woman who has no patience with perishable feminine finery. An occasional pressing will renew the crispness of the material and make it "look like new."

An organdie blouse that embodies all the new dictates of fashion in Lousodon was recently shown in pink, ciel, sapphire blue, lettuce green, victory rose, corn color, orchid or bisque, and was trimmed with plain white organdie collar and cuffs.

An exceptionally smart model was severely simple, not boasting of a single tuck. Long, straight sleeves were set in the tailored blouse, and there was a pointed roll collar of white organdie, faced with self-material. Attractive little cuffs of the white finished the sleeves. A

small black tie of grosgrain ribbon gives an interesting touch to the organdie blouse.

A blouse that lingered in my memory for many days after I discovered it in a shop window was of Italian green organdie, in a quaint peasant style. Buttoned in the back with small white pearl buttons and well-made buttonholes, the front of the blouse was perfectly plain except for a row of buttons on either side of the neck and extending half way down the front.

A round collar of white organdie, artistically embroidered in eyelets, finished the round neck and was split open in the back. Becoming flare cuffs were also added to the white organdie embroidered in eyelets.

Distinctive is the correct word to describe a blouse of tan organdie with fine baby tucks. French blue cotton was used to scallop the square neck, but coral would be equally as attractive. Tailored trimness is the chief charm of this blouse, with its clusters of tucks on either side of the front fold. A necktie of French blue ribbon is exceptionally smart on the tan blouse.

# AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 20, 1919

## AERO MAGNETO PROVES STRONG MOTOR FAVORITE

More Than 85 Percent Of Engines At Show Have This Sort Of Product

New York, March 9.—In going through the aeronautical show with Capt. Eddie Rickenbacker and speaking casually of the ignition equipment, the startling fact became evident that of all the engines at the show, foreign and American, fully 85 percent or 186 out of 222, are fitted with the Spiltorf Aero magneto. Ordinarily such a compliment to an American product would go by with not quite so much notice, but when it is recalled that the foreign engineers are traditionally seekers for the best made in so important a unit as an ignition instrument, the predominance of the American magneto is doubly complimentary.

In no other branch of automotive service is dependability of ignition so vital as in aviation. When an aviator skims through the sky swooping downward toward the earth in a dizzy dive, or shoots aloft in a steep climb, he and his machine are one. Every difficult aerial maneuver, every daring "stunt" seems mere child's play to this perfectly co-ordinated combination.

Yet should the ignition suddenly fail on one of these death-defying dips, it might cost the aviator his life and smash the plane into a crumpled mass of wreckage. Or if the airman is climbing, ignition failure will force him to turn the nose of his machine down and volplane to earth, hoping to make a safe landing. If he is not quick enough in starting to volplane downward, his machine is likely to slip into a tail spin with probably disastrous consequences to both pilot and plane.

As one of the American aces put it in discussing the importance of a reliable type of ignition system, from the airman's point of view: "A plane or 'ship' as we usually call them, is a very different matter from

a silver, a truck, tractor or even a motor boat, in regard to ignition. If your spark goes back on you when you're up where there's nothing to see, you can't step out on a cloud and linker with your engine till it runs smoothly again. No, sir! Those clouds don't help at all as sales of safety for aviators! That's why airplane ignition has got to be the very best and most reliable obtainable. The pilot's life actually depends on it."

America had not been in the world war long before its aviators had proved the truth of these statements. The Government called to its aid the leading manufacturers of ignition equipment, the need for reliability making the development of magnetos for airplane engines essential.

The work done by these manufacturers and their engines constitutes one of the most valuable technical contributions toward winning the war. One of these companies, the Spiltorf Electrical Company of Newark, N. J., developed a new standardized type of magneto, known as the Aero type Dixie, which by means of sixteen interchangeable parts may be converted in a short time from a magneto for any one of the important types of airplane engines into an instrument for an entirely different type of power plant.

The Spiltorf company also improved its standard line of Dixie magnetos by simplification of parts and adjustment, so that a screw driver is the only tool required to make almost any change or adjustment.

So important and valuable were the improvements introduced into the Dixie magneto for airplane ignition that the Spiltorf company incorporated them in the Aero type magneto, made for automobile engines and other automotive applications requiring high efficiency, a hot, clean, positive spark and strong, durable construction.

The Aero type magnetos differ from the other Dixie instruments in that they are sturdier throughout, having extra large platinum points, use a single square carbon brush, have American distributor blocks and Micarta gears and finally they are unidirectional. This latter means that they are so arranged that after each spark is created, an idle lobe follows the active one which caused the spark. This idle lobe scavenges all stray lines of magneto flux, so that as the next lobe swings around to create the next spark its path is entirely free from these stray lines of flux. The Aero type magnetos are

khaki colored instead of black. Americanite is the special rubber composition developed by the Spiltorf company to meet the need for an unusually efficient insulating material. The Micarta gears, made of im-

pregnated layers of cloth, compressed under powerful hydraulic presses, are used for two purposes, quiet operation and long life.

The war has brought out many inventions and improvements that are

destined to be useful to mankind in the peaceful years ahead and none of them will prove of greater benefit than the improvement in automotive ignition equipment, as exemplified in the new Dixie magneto models.

## KING "8"

### KING owners do not worry

They know their car represents the skilled product of many years experience in manufacture for world wide trade. Reliable operation in 55 countries, under every climate and road condition, has long ago proved the all-around usefulness of this powerful eight cylinder car.

Possessing body lines of distinctive stylishness, luxurious upholstery, and beautiful finish, the KING affords just pride to owners in many lands

Durable construction by an old established manufacturer; great economy of upkeep and abundant hill-climbing power are other features of KING excellence.

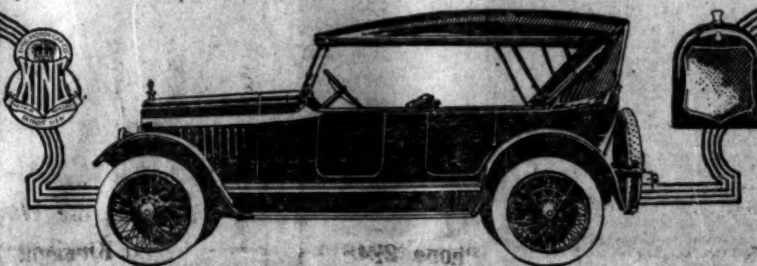
Three handsome body models:

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- 7-passenger Sedan (closed car)
- 4-passenger Foursome (sporting model)

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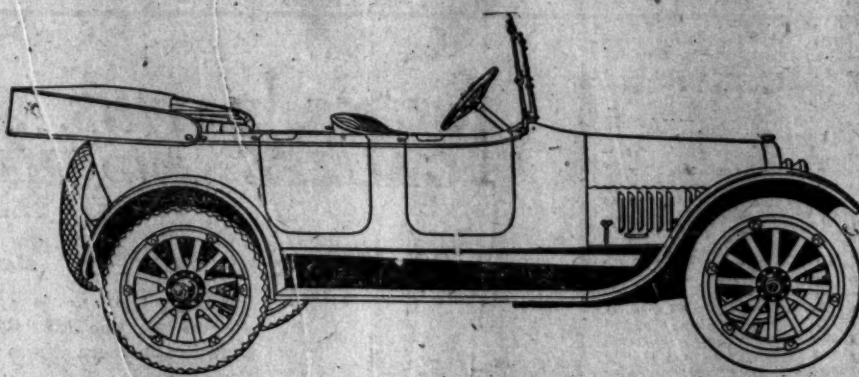
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## TIRE BUSINESS ENJOYS BIG BOOM IN AMERICA

General Optimism Responsible  
For Great Trade Prosperity  
Says Goodrich Official

"The open winter this year is having a big effect on the automobile business here," says H. J. Morehead, manager of the New York branch of the R. F. Goodrich Rubber Company.

"The tire business is keeping up without a single let down. Usually this time of year is exceptionally slow in our line."

"Open winter conditions, especially as contrasted with last year, have kept a big proportion of automobiles running. I have noticed more cross State touring this winter than ever before in the history of the motor car industry. Of course, this is directly due to the absence of snow-bound highways. We all remember that during December, January and February of last year there were very few days the roads were not clogged with snow, ice and slush."

"Just how long this condition will continue cannot be predicted, but every day that passes is a day nearer spring and dealers in cars, tires and accessories are rolling up sales totals never before heard of in winter."

"During the past year when war restrictions caused an enormous depression in the automobile industry, the big majority of motorists economized in gasoline and tires to the very limit. The patriotism of the American motorist asserted itself emphatically."

"Now conditions are different. In my opinion there would be double the touring during 1919 than there was last year even with no new cars—with the 5,600,000 now registered. But, of course there will be well over 1,000,000 new cars manufactured during 1919."

"There's nothing to stop the motorist public this year. Peace has lifted the lid. Car owners intend to make up for lost time, and the roads will be crowded with touring from early spring until late fall."

"Another feature having a tremendous bearing on the increase in automobile riding this winter is the return of hundreds of New York city soldiers from overseas and American camps. Many of these young men drive either their own or their 'governor's' car. I believe a young man between 20 and 30 years of age will drive at least three times as much as an older motorist. Touring suffered a big setback last summer because of thousands of former car drivers being in the American Army. We are coming in contact with an ever increasing number of returned soldiers in the sale of tires and in tire repair work."

## Delivering Cars Across The Alps

On the top of the pass of Mont-Cenis, between France and Italy, there is a massive stone column commemorating the passage of Napoleon's armies over the Alps into Italy. If any similar monument were erected to commemorate the war of 1914-1918, it should be placed on the top of Mont Cenis, by the side of the road which acted as the main communication between the two countries.

The importance of these roads over the Alps has never been fully realized by the general public. Between France and Italy there are two rail-road lines, one going through Mont Cenis, and the other crossing the frontier at Vintimille, near the shores of the Mediterranean. The Simplon pass, going through Switzerland, could not be used for Allied war traffic. Thus practically all our traffic with Italy and by the overland route to Salonica and Egypt had to be by way of the Mont Cenis pass.

As this line was altogether inadequate to meet war requirements, steps were taken to use the roads as much as possible. Very early in the war Italy became an important supplier of motor vehicles to the Allies and particularly the French armies. Most of these cars and lorries were delivered by road over the Alps. The Fiat Company, as the most important of the Italian suppliers, ran regular and daily convoys of 20 to 60 cars or lorries from Turin over the Mont Cenis pass to Modane, on the Italian side of the Alps. The distance from Turin to Modane is only 80 miles, but 21 miles are steady climbing, and the altitude attained is about 7,000 feet. One set of drivers was kept exclusively on this work, and as the men were thoroughly experienced and well acquainted with the roads, some thousands of cars were delivered over the Alps, notwithstanding the exceedingly difficult nature of the country.

At one of the forts at Modane the French army maintained a staff of officers and men who received the Fiat motor vehicles brought in by road, and subsequently drove them to Lyons, 130 miles away, where they were fully equipped and sent to the front. Before being despatched from Turin all these motor lorries had been examined and tested by officers of the French army. The trip over the mountains constituted an additional test of a really severe character. As a further precaution the Fiat Company maintained a staff of mechanics at Modane to carry out any adjustments or repairs which might have become necessary as the result of this trip by road.

Usually from the end of November to the month of May all the better roads over the Alps are snowed up. The authorities realised that they could not allow these roads to be lost to them, and during the winter of 1916-1917 they put several thousand

men on the Mont Cenis pass and on the Montgenève pass in order to keep the roads free from snow. The same thing was done during the winter of 1917-1918, and had the war continued 3,000 German or Austrian prisoners would have been employed clearing snow off the Mont Cenis pass during the winter of 1918-1919.

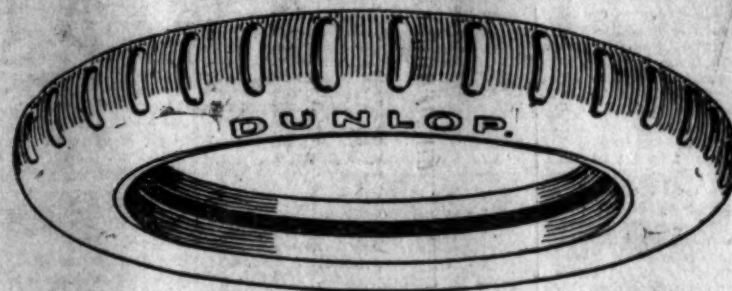
After the Caporetto disaster in November, 1917, the traffic across the Alps was nearly all from France to Italy. All civilian traffic was stopped, and for several weeks an unending stream of military trains passed over the Mont Cenis and the Vintimille lines carrying English and French reinforcements who gave temporary aid to Italy.

Every road over the Alps was made use of at this critical period. The French employed the Mont Cenis pass and the Montgenève pass, while the English took the easier but longer route by way of the Mediterranean shores. Even at this time of the year the passes were beginning to be snowed up, but by the aid of territorial troops and prisoners the road was open on all the passes until the necessary aid had been supplied to the Italian army.

Practically all the aeroplanes which the SIA Company, a filial of the Fiat concern, supplied to the French and American armies in France were delivered under their own power over the Alps. As the highest peak is 10,000 feet above sea level, it was necessary for the planes to cross at an altitude of not less than 14,000 feet. As a precaution against a forced landing, a big aerodrome was prepared on the top of Mont Cenis, 7,000 feet above sea level. The aeroplanes climbed to the necessary height while above the plains, but if any accident did happen while they were over the mountains they were able to glide down to the Mont Cenis landing ground, the position of which was clearly defined by a huge white cross in the ground.

## Soldiers Will Boost Good Roads In U.S.

"There will be a couple of million real good roads boosters back in the United States when our boys come home," says Colonel R. A. Tyndall of the 159th U. S. Field Artillery in a recent letter from France. "I think all of the men over here appreciate how good roads can be made invaluable. To my mind there is no doubt that the good roads of France saved her in two instances. 'I have seen movements of troops made in the dark which would have been impossible in any other country than France. Here the roadmakers have scientifically planted trees that absorb drainage on the side of the road and at the same time shelter the highways so as to keep them just moist enough.'"



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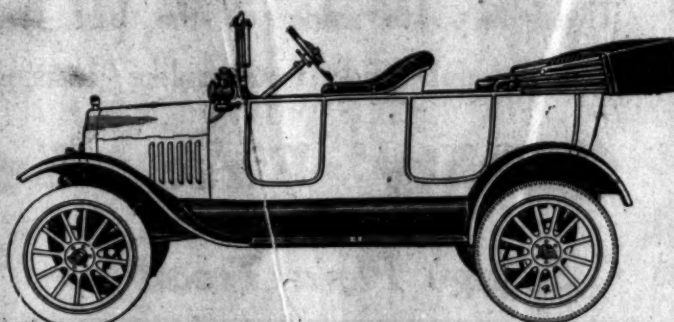
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1919 Model



1919 Model

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## Modernising Old Cars

Motorists whose cars give complete satisfaction so far as running performance goes, but who are dissatisfied because of the obsolete appearance of the body should remember that while there is a good chassis it always is possible to get an up-to-date body. Just because the body lines are not in accordance with present fashions is no reason for throwing the car into the discard, for in these days a car as much as six years old can be rebuilt into one giving every indication of being of recent manufacture. A new art, we might say, has come into being, which makes it possible to redesign an old body using some of the material, or build an entirely new one along totally different lines and of different size and shape from the old one. In fact, there are concerns which make a specialty of rebuilding old cars and some of their handwork rolls by on the streets in the guise of the newest thing in bodies.

An owner who is clever and handy with tools, who has done some woodwork, can redesign an old body or construct a new one without any assistance. The owner should appreciate that no matter what make of car he now has, no matter how old it is or what it looks like, he can, at nominal expense, have it made into a type fulfilling his every requirement of beauty and utility. The cost will naturally vary, with the size of the body, the materials used and the time required to do the work, but as an illustration of what can be done a speedster, for let us say a Dodge chassis, can be made for under \$500 upwards. A fairly well-constructed one may be had for about \$450.

A point that should be remembered before we go into some of the details of the construction is that it is possible to use any part of the old body (we include hood, radiator and fenders with the body). If the owner likes the present radiator and hood or if he does not wish to change the tonneau, these parts may be retained and the new body worked into the old one. It is possible to do almost any conceivable reconstructing, going as far as to make a closed car out of an open one and vice versa, while using some of the actual materials of the old body.

Before any thought is given to a change of body or body design, the owner must make certain that the chassis is good enough to warrant the expenditure of more money. It is certainly clear that a worn out chassis which is noisy and likely to go to pieces in four months is not worth more than junk. Again there are some old chassis which are junked when they might just as well be repaired and refitted and made into serviceable and attractive cars.

There is another point which must not be overlooked and that is that the chassis may be altered in length to suit requirements. In some cases the owner is dissatisfied with the body because of its extreme length as compared with other dimensions but finds that the chassis wheelbase is long and a smaller body would look out of place. A mechanic can shorten the wheelbase a few inches; in fact, as much as twenty in some cases. This is done by cutting out a frame section, a portion of the propeller shaft and other parts that extend from transmission to axle. The parts are then welded together.

It is obviously an endless task to go into details of the actual method of construction of different types of bodies, but it is thought that the suggestions here given for one type will give one a good idea of the way the design and work is carried out. Briefly here is the way the body designer begins. He conceives a body and makes a sketch of it, or he gets a picture of a body and redraws to suit the individual case. Then with the plan before him he starts the actual work. Or if the designer is asked to make a certain body for a certain chassis and has not the chassis in his shop, he must either get all detail dimensions or hunt for the exact chassis in order to make his measurements of frame length, frame width, etc. Charles Schutte, of Lancaster, Pa., for example, a designer and builder, hardly ever sees the owner's actual vehicle, for very often the owner is thousands of miles away. The owner may have a 1912 Lozier in which case such a car must be found in the vicinity in order that measurements may be made.

The start always is made with the radiator, and after its height, width and shape are determined upon, the

whole body may be designed from it. Briefly, a cardboard or wooden dummy radiator is made and mounted on the chassis or new sills, and then cardboard hood and cowl worked from it, the distances being made to suit. All work is done from two sills and after a wood framework has been built to the dimensions required the whole is covered with sheet metal.

### A Military Sport Model

In a Military Sport model first two body sills are cut out in the rough and a temporary dash attached at the front end. A wooden pattern of the radiator to be used, whether an old one or a new one, is next framed up and placed on a trestle at the same distance away from the dash as it would be if on the car itself. Straight edges are then used to determine the slope of the new hood, the length of the cowl and the width of the body. A cowl with a width of eighteen inches and a height of twenty-eight inches from the floor of the body makes good proportions. You can then decide upon the location of the back of the seat. This length depends on the weight of the person for whom the body is being built. If a small person, it must be placed further toward the back end. An average length of forty-four inches is rather good. The position of the door is next located.

The doors may vary in width from sixteen inches to twenty-two inches. The door posts should be about three inches wide in order to secure rugged construction. The door is placed in such a way that it readily gives easy ingress and egress for passengers, but at the same time comes as nearly as possible in the center of the body proper. We are now ready to go ahead and frame up the body, being careful to keep the height of the seat back, over than the height of the cowl. After this is completed the gasoline tank base is made as a separate unit as is also the trunk in the rear. It is important that the top of the tank should not be higher than the top of the seat back. The sides of the tank base are tapered to correspond to the angle at which the seat back is made. About three inches is allowed between the bottom of the seat back and the bottom of the tank base, the same holding good for the distance between the tank base and the trunk.

Whatever space remains between the tank base and the end of body is utilized for a trunk. About two inches are allowed between the trunk and the end of the frame and the trunk is made to line up with the tank and tank base. The height must be kept down considerably lower than the top of the tank in order to look well, twelve inches being about the right distance. The trunk is then shellacked, softly padded and covered with leather to match the upholstery.

All joints are glued and screwed. Only the finest hardwoods and clean dry lumber should be used for this work. The whole outer surface must be rounded and smoothed up before any attempt is made to stretch on the metal. The metal is first stretched over the cowl, then around the sides and lastly across the back. In putting the metal on a body of this shape, whether steel or aluminum is used, a mechanic can make use of all the skill he possesses if a good job is to be the result. A heavy roll of leather will run around the whole upper edge of the body and cover up the space when the metal is turned over and nailed down.—From Motor.

### Ford To Build Cars At G. \$250 Apiece In Huge New Plant

Says 'Cheap Car' Plan Was Forced By Court Orders That He Divide \$19,000,000

Detroit, March 11.—"I am free, white and over twenty-one," declared Henry Ford today, "and I don't know of any contract which will prevent me from doing what I desire in the way of spending my money to build \$250 automobiles."

Mr. Ford said he was forced into building a new car by the decision of the courts, compelling the distribution of \$19,000,000 in Ford motor dividends. In this connection he asserted:

"This isn't a spite affair. I was forced into it by the minority stock-

holders when the courts upheld their demands for increased dividends of the Ford dividends. I, of course, received many millions of dollars which have to be put to some productive use. I couldn't give them away or throw them away, so I decided to build a new type of car. In the ordinary course of events, I would have changed the type of car in the present Ford plant. If let alone, I would have gone ahead, but as events turned out, I decided to go ahead on my own hook with partners who work as I do.

The present Ford Motor Company employs number about 50,000 in the actual manufacture of its cars. Our new company will offer employment to about 200,000.

"The decision of the court which decided this undertaking is one of the best things that could possibly have happened. It means much good for the people. The recent court ruling, which apparently is wrong, will result in the public getting a better car, a cheaper car and one more fully up to date than those now on the market."

### VALUE WILL ALWAYS TELL, SAYS MITCHELL CO. HEAD

"It is only a question of value for the money," said President George Stowe, of the Mitchell Motor Company of New York, when questioned about the success of the new Mitchell Victory Model at the recent auto show.

"Eighteen months ago we decided that one way to put the Mitchell on

the map at the head of its class was to give the buyer an unheard of value for his money. We did it, and the result is this stampede to the new Victory Model.

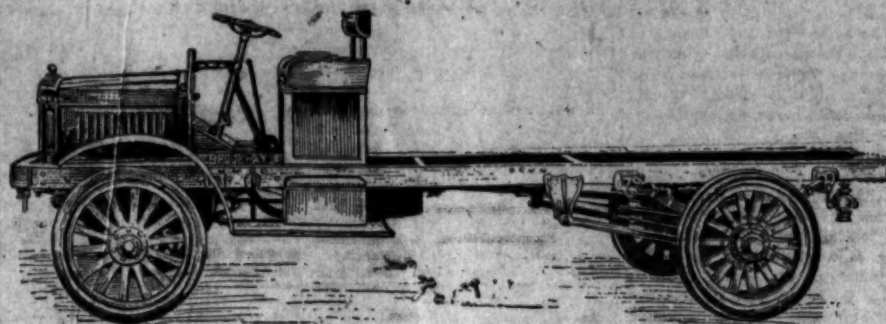
"By the greatest value, I don't mean the biggest car or the shiniest car for the money. A long wheelbase and a coat of shiny paint are easy and cheap to turn out. But the public isn't fooled long and soon learns what's under the paint.

"The car that has endurance, to chassis and body, the car that has economy, that has ease of handling and comfort of riding—such a car at a reasonable price is what I consider good value. We have built that kind of a car in the new Mitchell Six. And after it was all built, tested and finally approved as being the best car we know how to turn out, then—and not before—we sat down and figured out the cost. The narrowest margin which sound business would permit was added to the cost and as a result we have a degree of value for the money that is unique in my experience.

"Human nature is human nature," concluded Mr. Stowe, "whether you are merchandising buttons or battle-ships. People will go to the shop where they can get the most for their money just as surely as water seeks its own level. They get the most for their money—highest value—in the new Victory Model, so after all it isn't surprising that it is the preferred car at the show this year."



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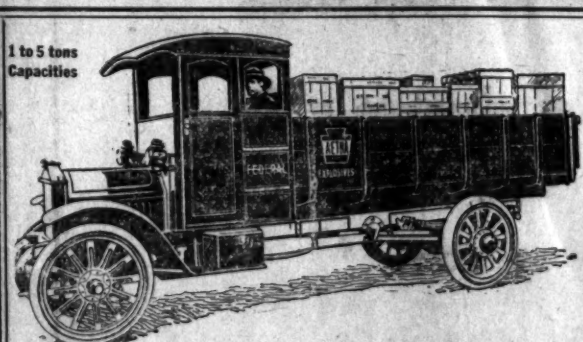
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1 ton	\$1900	2 ton	\$2600
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## The New Buick Six Models

All Buick models for 1919, known as the H series, are mounted on the same type of six-cylinder chassis which shows some interesting improvements over previous designs, though the fundamental structure is the same as before and has been for some time past. There are two lengths of chassis, 118 and 124 inches. The line consists of:

Model	Body and Capacity	Base Price
H-44	Three-passenger open	118
H-45	Five-passenger touring	118
H-46	Four-passenger coupe	118
H-47	Five-passenger sedan	118
H-48	Seven-passenger touring	124
H-49	Seven-passenger sedan	124

Briefly this chassis consists of a block-cast, six-cylinder 3 1/2 by 4 1/2 engine, using Delco ignition and starting and lighting, a dry disc clutch and three-speed transmission, tubular shaft with one joint, shaft being enclosed and driving a floating axle.

The engine is a block-cast design, pump cooled and oiled by splash and pressure. The camshaft on the right operates vertical rods which control the valve operating rocker arms. A number of improvements have been made in the engine as follows:

The valve lifters, fillers and pins have been made larger which will reduce wear. A tension spring has been placed in the valve lifter to keep the roller on the cam constantly. This relieves valve springs of all work except seating of the valves.

The rocker arm brackets are designed so that one bracket serves two cylinders and carries four rocker arms. Each bracket has been strengthened to eliminate vibration. The rocker arm pins are large hollow pins filled with waste and form an oil well which lubricates the rocker arm bushings and push rod ball ends. There being two pins and one filling plug to each bracket.

The valve mechanism is automatically lubricated and is covered with dust-proof covers. The oil pump is provided with a friction drive gear which prevents breakage due to freezing and if frozen the friction creates heat and starts a flow of oil.

The oil pump screen is provided with a steel shell inside of the screen and is fastened at the top to the screen and at the bottom to the pump cover, which prevents any foreign substance from finding its way into the oiling system.

A pressure gauge is provided instead of oil sight gauge, which eliminates pumping the oil from the motor to dash and return which also prevents the pipes from becoming clogged and freezing. The feature of this design keeps all oil pipes enclosed in the lower half and there are no small restrictions in the pipe line to become clogged. A check valve is placed in the pipe line to insure proper registration on oil pressure gauge.

There is a level gauge which consists of a graduated measuring bar or stick which extends into the oil reservoir. In order to determine the correct depth of oil the stick is withdrawn, wiped clean and reinserted to give correct reading.

An oil filler has been provided instead of the front breather tube, so that motor can be filled without the use of a funnel.

Instead of a flexible tube between the exhaust pipe and carburetor permanent fittings have been provided using steel tubing and sealing all joints. A flexible tube has been added

### Buick Six Specifications

Cylinders ..... Six, in block  
Bore and Stroke ..... 3 1/2 by 4 1/2  
Valves ..... In-the-head  
Electrical equipment ..... Delco  
Clutch ..... Multiple, dry disc  
Transmission ..... Three-speed  
Wheels ..... 118 and 124 inches  
Tires ..... 33 by 4 and 34 by 4 1/2

to the bottom of the carburetor to carry off exhaust gas through the mud pan. A damper has been provided in permanent fitting to control heat to the carburetor.

No important change has been made in the disc clutch but in the transmission there now is a filler hole on the left side which does not interfere with the battery.

In the rear end grease cup extensions have been provided on the brake camshaft so that bearings can be lubricated from rear of car.

The spring seat bearing on axle tube has been increased and spring seat anchor block has been enlarged and more securely fastened to the tube.

The length of the cantilever rear springs has been increased two inches and the center trunion support block has been offset which makes rear half of spring twenty-one inches long and forward half, twenty-seven inches long.

The feature of this design allows the rear end of the car to be dropped 1 1/4 inches and greatly improves the riding qualities of car.

In addition to those changes made numerous others are seen in the new Buick models, including a new design of radiator cap, the hood has narrower curves and has new fasteners; detail alterations have been made in the fenders and fender irons; there is a new radiator mud pan; there is a new style top on all models with plate glass in rear curtain; on the H-49 a tool compartment is provided under right side of cowl. The muffler cutout has been eliminated and the length of the muffler has been increased four inches, all joints are asbestos packed to eliminate all leaks and make a very quiet muffler.

The accelerator pedal has been changed to button type with foot rest which reduces the opening in floor board and prevents overheating.

The battery provided is a U. S. L. type H-D 3-13-C, which is one-third larger than the Exide 3-KC-13-1. This means better starting ability and more especially for cold weather as test shows at zero temperature its performance is 75 percent more efficient. The larger capacity battery will give better all-round performance and is less liable to actual discharge.

As a means of replacement of Exide batteries on past models the U. S. L. type H-D 3-11 will interchange. All connections are interchangeable also.

An ammeter is provided separate from the switch; this provides much more pleasing arrangement of instruments on board.

A new type rim has been adopted with a diagonal split, and provided with a lock. The feature of this rim is it has all the advantages of a continuous rim and the diagonal split allows it to be operated without a tire tool.

Seat door and body detail changes have been made in practically every model.

## Ford Cars To Have Their Self-Starters

Interesting Innovation Announced For All The Company's Closed Models

Probably the most interesting announcement ever made by the Ford Motor Company is that closed cars are to be equipped with self-starters in addition to the present electric lighting system. And not only a self-starter, but about the highest type, most compact looking little job that has been put on an automobile in some time.

It is light in weight, simple in construction and is attached to the fly wheel with a bendix drive of the same type as that supplied to the highest priced car manufactured throughout the country.

Current is constantly supplied by the use of an especially built Exide storage battery, six volts, eighty ampere capacity, and this in turn is kept constantly charged by a generator quite in keeping from a standpoint of workmanship and efficiency with the starter itself.

This pleasing innovation coming after the numerous real advantages in sturdy construction and cost of maintenance serves to put the universal car in a class by itself. Aside from the power, durability and practicality it has always had, its staunch adherents can now point with pride to the fact that they now not only have practicability but convenience and comfort to the highest degree.

Italian Motor Exports

Passenger Cars Increased In 1918, But Grand Total Declined

Italian motor car exports showed a falling off for the six months of 1918, compared with the corresponding period of the two preceding years. From January 1 to June 30, 1918, a total of 2,356 lorries and touring cars were exported, having a value of approximately \$1,400,000, compared with 4,148 vehicles in 1917, and 2,731 in 1916. The number of touring cars exported during the first six months of 1918 was 728, this constituting a record, for the figures of the two preceding years were 244 and 169 respectively. The decrease was on the lorries, which dropped from the high figure of 3,904 for the first half of 1917 to 1,628 for the first half of the last year.

Italian imports of motor vehicles were very low during the first half of 1918, the value being about \$15,000 for 92 touring cars and 1 lorry. For the corresponding period of 1916 the figures were 178 lorries and 9 touring cars.

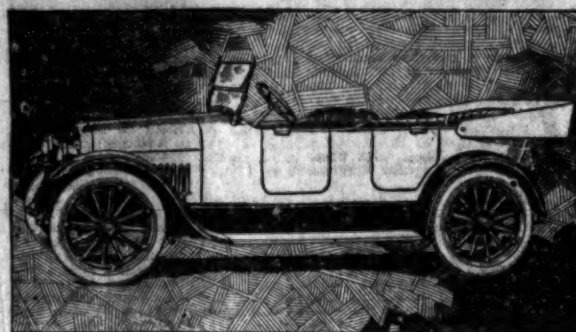
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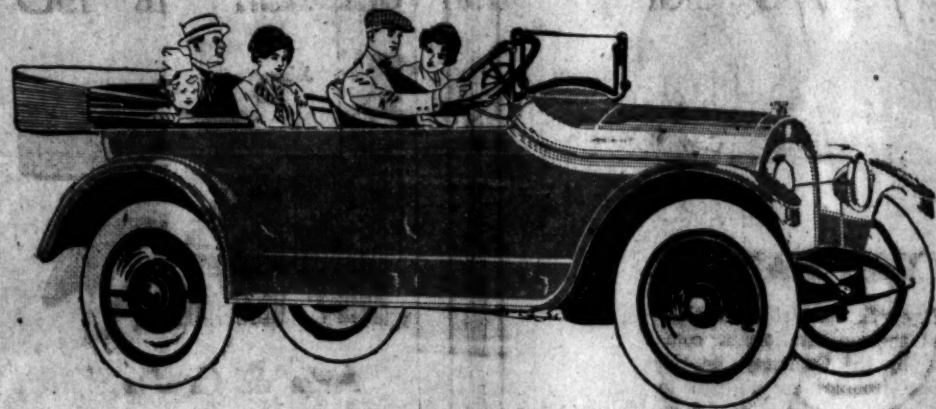
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## Swat The Carbon

With Notes On Detecting Presence Of This Substance In Cylinders And Suggestions As To Best Ways Of Retarding Its Formation

By H. A. Haratons  
(In Motor)

We have been using internal combustion engines for something like thirty years and with respect to that condition known as carbon trouble we are no better off today, after the development of three decades, than we were at the beginning. It is quite true that we have discovered various means of removing carbon quickly and easily, but relatively speaking we are in the same primitive state as we were thirty years ago because we have made little, if any, advance in the direction of preventing the carbon from depositing in the first place. Practically every step taken in the direction of alleviating the carbon trouble has been directed at the effect rather than the cause and in so far as carbon removal methods are concerned we have progressed little. This is what we see, when we consider for a moment that the very best method of removing carbon is the method employed originally—hand scraping. And fortune await the man who even in this day will devise some means of keeping the cylinders and pistons carbon free throughout life. It is fortunate for the car owner that the removal of carbon deposits of whatever quantity and hardness is a simple job, quickly done. The methods of doing the work vary, sometimes depending on the type of engine and the extent of the deposit; sometimes on the particular success an owner has had with a certain method.

### The Four Best Methods

Carbon may be removed by four principal methods, as follows: by the oxygen method; by the use of a proprietary compound; by the use of a chain; and by the use of a scraper.

The oxygen method is the only one which the car owner rarely performs himself, because it requires a tank of oxygen gas. Because of this the owner is obliged to have this performed at some carbon removing station or garage where the equipment of this kind is used. The work of removing carbon by means of oxygen consists of removing a spark plug from the cylinder and treating it with a lighted match. The oxygen is then fed into the cylinder until all the carbon has been consumed. This process relies for its efficiency on the fact that the moment oxygen comes in contact with a body oxidation tends to take place, and in the case of incandescent bodies oxidation or burning is very rapid. A piece of red-hot iron or steel placed in a confined space and with oxygen would burn up like a piece of wood. The lighted match in the presence of oxygen starts one small carbon particle burning, then another, and so on until the whole mass is burned up, leaving the metal clean. Of course, the nozzle leading the oxygen is moved as the carbon is consumed. The nozzle is held all parts of the interior of the cylinder get a good supply. There are certain points which must be observed in using this method. First, the spark plug must be removed to protect the points, but there must not be an opening through which too much air can pass into the cylinder. This dilutes the oxygen stream. Also, where aluminum pistons are used great care must be taken, otherwise the aluminum will start burning. The use of the oxygen method is advised only for engines without detachable cylinder heads, and when the owner is in a hurry for his car. The process is, of course, quick and cheap (costing about fifty cents per cylinder), but very often, especially if an inexperienced man does the work, there are symptoms of carbon troubles after the carbon supposedly has been removed.

The fact that so many of our engines now are fitted with detachable cylinder heads which are quickly and easily removed and replaced makes the oxygen system suitable for comparatively few engines. The detachable head makes it possible to scrape the piston tops and cylinder head with hand scrapers or putty knife and the operator may see the work. It is by far the ideal and only positive method of removing carbon. All the owner has to know to do this is how to remove and attach the cylinder head. The owner need not be told how to operate the scraper once he sees them. It is advisable after scraping to apply a new gasket between the cylinder head and cylinders. Care must be taken in doing this work that the scrapers do not cut into the metal of the piston and leave a rough spot. The metal should be left as smooth as possible. Also the carbon that is scraped off should be carefully scooped up and thrown away. Do not scrape so much at a time that particles are thrown around parts of the engine. The best plan is to cover up with cloths all parts likely to be affected by carbon particles and brush up the carbon as it is scraped. Every particle, no matter how small, should be wiped off the cylinder head and cylinders. Clean carefully around the cylinder head gasket. A small particle left on the gasket seat is likely to cause a leak. It is quite possible that a very hard deposit cannot be effectively removed by means of the ordinary scrapers, in which case a very sharp chisel lightly tapped with a hammer will do the work. Care must be exercised in this operation so the chisel does not cut into metal.

### For Detachable Cylinder-Heads

Where a detachable head is used and the owner wants quick work without trouble, or where a non-detachable head is used and the owner does not wish to scrape either by leaving the cylinders intact or removing them, the oxygen method or the use of proprietary compounds is advisable. The chain method also is good. There are on the market today many number of compounds which are designed to remove carbon. Some of these compounds are nothing more than kerosene or a similar product camouflaged. They have no more value than kerosene, which often is successful in loosening the deposit, which then can get out with the exhaust. On the other hand, there are compounds which have more than ordinary merit. There are no compounds which will dissolve carbon. The compounds loosen the carbon. The owner should accept only a guaranteed product and he should use it strictly according to directions. Where this is done good results will be had, as the writer can testify. Aside from kerosene and compounds, alcohol and other substances have been used with varying degrees of success. The compounds are the cheaper and better. The chain method consists in placing a length of chain into the cylinder and then operating the engine. The rough surfaces of the chain peek at the carbon and thus break the deposit. The chain thrown rapidly around inside the cylinder will do no harm to the metals.

### What Carbon Is

Carbon is an element found natural-

ly in three forms—diamond, graphite and charcoal. In so far as composition is concerned, these three are identical. They are composed of the same single substance, the element carbon. If you were to take a diamond and hold it over a flame it would get black just like charcoal. Every so-called vegetable substance contains some carbon. There is carbon in wood and when wood is burned and consumed the black part you see is carbon. The greater part of coal is carbon. Many mineral substances contain carbon. The earth has carbon in it in some form. We get from the earth hundreds of substances containing carbon. There is a natural graphite which is pure carbon. The mineral oils and gasoline contain carbon. While carbon is black in the form of charcoal and graphite and colorless in the case of the diamond, the element may combine with other elements and form totally different substances. Take coal gas—that horrid smelling stuff which you can instantly detect around an open coal fire—that is, a gas containing carbon and oxygen. You have drunk seltzer or charged water, but perhaps did not realize that there was carbon in it in the form of carbonic acid gas, which is another compound containing carbon and oxygen, though not the same as carbon monoxide or coal gas. When you exhale you breathe out of your system in greater part carbon dioxide, another compound of carbon and oxygen. So you see that carbon does combine with oxygen to form other compounds, and in the same degree it can combine with hydrogen and with hydrogen and oxygen with other elements.

The fuel and the oil you use in the engine or in the transmission is a hydro-carbon—a compound composed of a number of smaller compounds of hydrogen and carbon; hence the name hydro-carbon. It is refined crude oil we get from it various kinds of hydrocarbons from the colorless gasoline to the black residuum.

Whatever we get from crude oil contains carbon or a carbon compound, and it is because we use fuel and oil from crude petroleum which contains carbon that we have our carbon troubles. When we speak of complete combustion or complete burning we mean that all of the gasoline mixture entering the combustion chamber leaves the combustion chamber in another form. If everything that entered also left, but in another form, the interior of the engine would always be clean. Also if the lubricating oil that splashes on to the cylinder walls and gets into the combustion chamber could withstand the terrific heat it would not break down and deposit carbon. We get the greater amount of carbon deposit in an engine from the destruction of the gasoline and lubricating oil, though we have heard it said that the dust from the air taken into the engine is responsible for some carbon deposit. I do not know of any test that has been conducted to determine the amount, but I should imagine it to be negligible as compared with the deposit from gasoline and lubricating oil. We

cannot get around the fact that the carbon is in the fuel and the oil, and so long as we use that kind of fuel and oil the way we are using it now we are going to have carbon troubles, for we seem not to have learned how to use these substances so that the carbon will pass out.

The carbon from the fuel mixture and oil deposits first on the pistons and cylinders in the form of a dust. First a single layer of this fine carbon deposits, then another over that, and another over the second, and so until after the engine has been used some time there is a veritable incrustation of carbon over the inside of the cylinders and on the pistons. Usually the carbon first gets its hold on some rough surface or a small projection, because the smooth surfaces do not permit good adhesion, and an explosion is likely to blow off the surface.

There seems to be a vast difference between the carbon deposit from gasoline and that from lubricating oil, the latter coming as it does from the oil, carries with it a small quantity of lubricant which keeps the mass moist and non-adhesive. The carbon deposit, as a result of incomplete burning of the fuel mixture, lacks this moistness, and such a deposit of long standing is almost as hard as glass and adheres so strongly to the metal surfaces that sometimes even a chisel and hammer are required to remove it. The writer had occasion recently to examine the interiors of some twenty engines after the cars had been driven over 1,000 continuous miles each. The fuel mixture in every case was the best possible, and the carbon deposits that had formed were a result mostly of the breaking down of the oil that had leaked into the combustion chamber. The deposits in nearly every case were soft, oil-moistened masses, not evenly distributed over the areas, but lumped on one side. These deposits could easily be lifted out with the fingers, and it is a matter

of speculation as to the length of time such a deposit remains in a cylinder. They did no particular harm apparently, and caused none of the usual symptoms of carbon, but still there was as much as three ounces in a small cylinder. In all probability the excess of oil continually over the carbon prevented incandescence from occurring, and the blowing out of oil lumps and formation of new ones kept an almost constant but harmless supply in the cylinders.

### Carbon Attacks Valves

Aside from depositing on piston tops and combustion chamber walls, the carbon covers the valve seats and valve faces, and it is easy to see how the small carbon particles are actually imbedded in the metal as the valve is forced against its seat. Particles of loose carbon also work past the top of the piston and if there is room they will lodge behind the piston rings, preventing the ring from making a gastight joint. The small carbon particles make their way to all working surfaces, even to the valve stems, and non-adhesive. The carbon, acting as an abrasive and induces rapid wear of the metal. Much of the valve stem wear and valve stem guide wear and piston ring wear is due to the cutting action of carbon particles. A quantity of the carbon thrown down in the combustion chamber gets past the pistons and makes its way to the crankcase, mixing with the oil and reducing its lubricating qualities. At the same time the oil carries some of the carbon particles to interior working surfaces, such as the camshaft, engine bearings and timing gears. It may not seem as though a very fine powdery substance in the oil can do any harm, but the cumulative effect of constant rubbing of parts with carbon-laden oil between results in rapid wear. The oil strainer is not

fine enough to hold out the very finely ground material, so it circulates and recirculates and does its damage. There is no telling how long an engine would last if its interior could be well lubricated all the time with clean oil.

### The Effects Of Carbon

An engine that is carbonised acts very much like a man who is constipated. Ability to do effective work is reduced; his actions are erratic at times; he may have a fever and complain aloud. The engine acts, almost in the same way, for it gets overheated, which is the fever; it lacks power, which reduces its ability to work; it may misfire and backfire, knock and do a lot of queer things which often cannot be accounted for. Quite naturally an engine may get overheated and misfire and do all these things from other causes, besides the presence of carbon in large and undesirable quantities, but where the combination of knocking, overheating and misfiring occur, and the other systems are known to be all right, it is almost certain to be carbon. The knocking or complaining aloud is simply a premonition knock, giving exactly the same sound as a spark knock. The mixture simply explodes before it should, but with carbon as the cause it is due to let particles igniting the charge the instant it enters the cylinders, without regard for the position of the pistons. In a badly carbonised engine the carbon gets so hot that it takes a long while for it to cool after the engine has stopped, with the result that even with the ignition switch turned off there is enough heat in the carbon to ignite the charge and keep the engine running.

The motorist of today is fully aware

that carbon is bothersome and costly but, being powerless to change conditions, he is most concerned with how he can remove carbon already deposited and retard the depositing as much as possible.

Despite all care and precaution the advice of all the seasoned motorists, garagemen, repairmen and advertisements, carbon does deposit and eventually has to be removed by some means, but this is not to say that the motorist cannot by neglect of certain matters cause a great deal more carbon to deposit than would otherwise be the case. Since it is known that the carbon comes from the gasoline and oil, then two things must be done. The mixture must not be so rich or so lean that too much of it goes unburned. Experiment is the best teacher here. The air to gasoline ratio is changed until the ex-

haust is clean (colorless) and gives the least pulsing. When too rich, so lean a large portion of the carbon does not combine and this portion settles on the metal surfaces. The oil need must be such that not too much settles on the cylinder walls and pistons, for if too much is present there will be greater chances for some of it getting into the combustion chamber to burn, leaving its deposit of carbon. It is not always possible for the motorist to have in his control the burning of oil in the combustion chamber. Even though the correct amount of oil be used, there may be an unnatural leakage past the pistons and piston rings due to worn or ill-fitting parts. When the oil gets into the combustion chamber in this way the condition, is generally called oil pumping. The remedy for oil pumping will, of course, vary with the specific cause.

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Inspired by Mr. Rudyard Kipling's Jungle Books, with acknowledgments to that famous author.

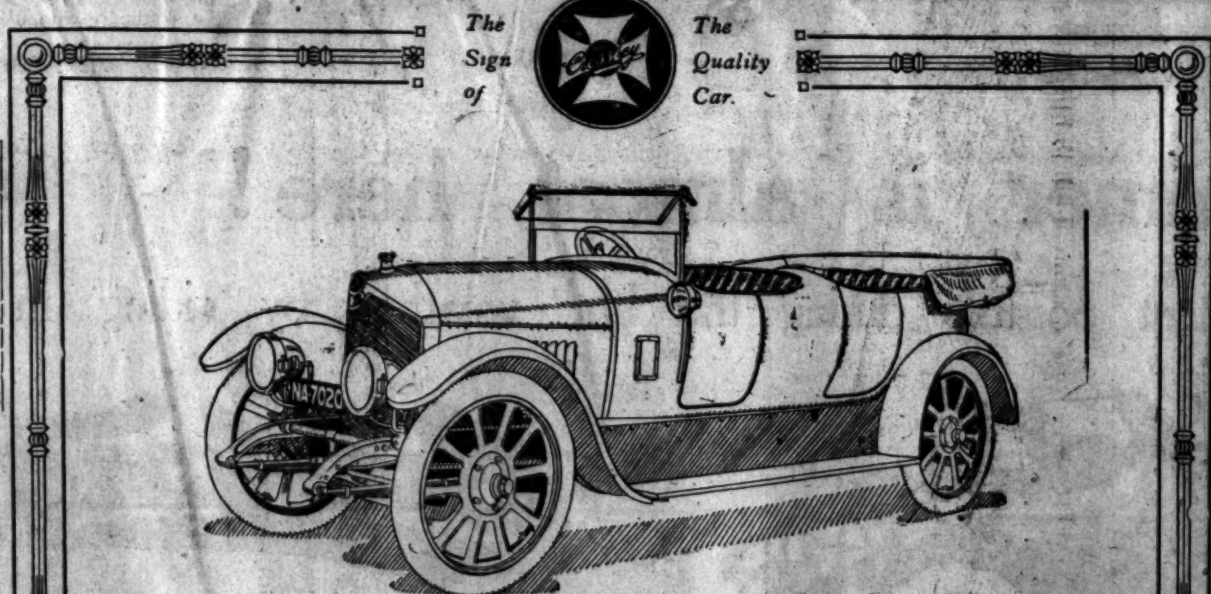
"Ye know I move swiftly," hissed Nag the Cobra "and never creature of the Jungle was more quiet than I. But listen; the rian pack on their flying wagons move yet more swiftly, and my swiftness compared with theirs is like the blunderings of old Hathi the Elephant. It is this thing of steel and fire that giveth the man pack speed and endurance. 'Sphinx' they do call it, for the name signifieth that which endures for all time.

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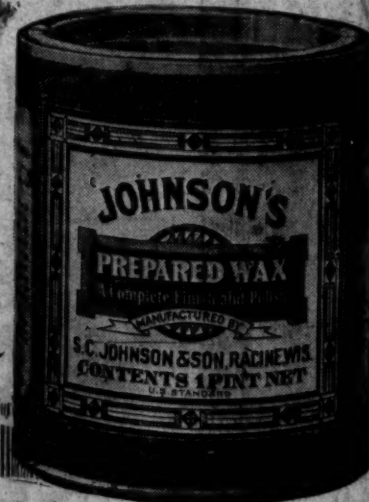
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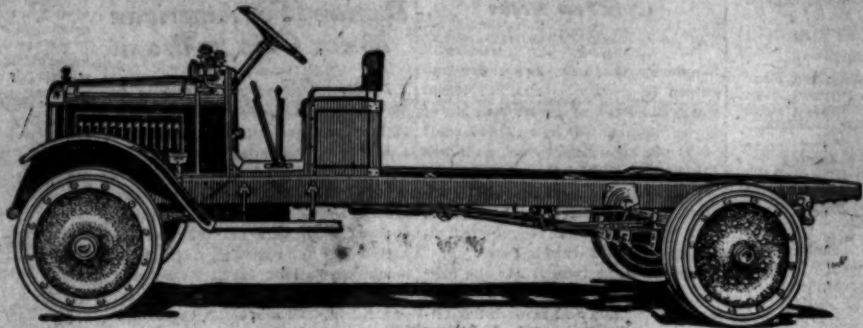
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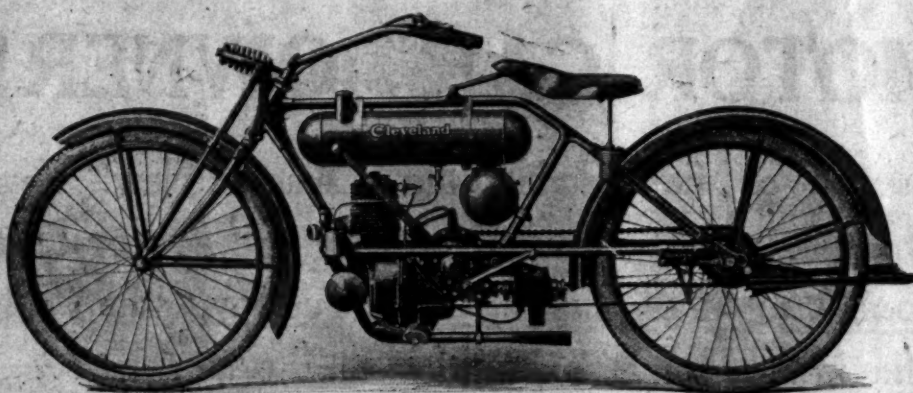
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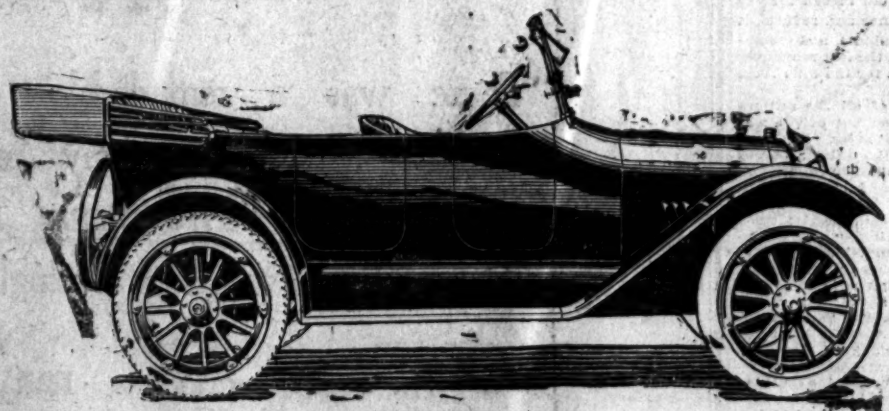
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## 'The Fastest Car In The World'

In the gathering dusk of February 17, Ralph De Palma drove off Daytona Beach with every official world's record for speed on a straightaway course trailing at the rear axle of his aviation-motored Packard. The intrepid Italian and his special Twin Six were the undisputed masters of the speedways of the world.

Every mark for every distance from the kilometer (five-eighths of a mile) to 20 miles, records that had been established on Daytona sands by the proudest of foreign cars and that had remained intact for as long as twelve years, fell before the onrush of De Palma and Packard in a series of official trials conducted under the observation of the A. A. A.

The prize record to fall before the prowess of De Palma and his Twin Six was that for the mile from flying start. "Wild Bob" Burman, driving a German Blitzen Benz, on April 23, 1911, set up the mark of 25.40 seconds for the mile. On the very first of his official runs, Wednesday, February 12, De Palma lowered the time for the mile to 24.02. His long, low, cream-colored Packard covered the distance at a rate of 149.87 miles per hour, as against the German pace of 141.72.

In capturing the laurels for the mile, De Palma also set a new record for the kilometer. Burman and the Blitzen Benz had traveled the five-eighths of a mile in 15.88 seconds. De Palma and the Packard flashed over the distance in 14.86 seconds—a speed of 150 miles per hour, the fastest that man ever has traveled in a propelled vehicle.

They say that when Burman rode his wonderful race, eight years before, he bumped and thumped and leaped along the beach in a terrifying, perilous dash. In remarkable contrast, testifying to the engine development in recent years and to body-design development learned mostly from airplane practice during the Great War, De Palma rode as smoothly as if in a limousine on a boulevard. There was a high, tenor singing of the twelve cylinders as he approached, a flash of sunlight along the yellow sands of the beach, and a great roar ascending as he disappeared down the course. That was all there was to be seen and heard. He himself felt no jar, and only momentarily, at widely spaced intervals, experienced any sideways.

The records for the longer distances fell fast in the succeeding trials. On February 16, the marks for the two-, three-, four-, five-, ten- and twenty-mile courses, every one of them a German or French or Italian possession, were all put to rout. As the distances lengthened, the effective superiority of the Twin Six was more and more emphatically demonstrated, until the margins between old records and new were gaps of three, four and five minutes.

On February 17 the new champion set up a mark of six minutes 48.75 seconds for fifteen miles, turned on his own 24-hour old record for the twenty-mile distance and reduced it by nearly half a minute, and crowned his efforts with the last remaining beach record, that for the mile from standing start.

Most dramatic of all the settings for the record-smashing drives was that for the "stunt" miles. Darkness was settling over the waters. Every moment brought the tide higher and narrowed the shelf of the beach to a ribbon-like strip. The Army officer at the electrical timing device stood a-tiptoe beside his instrument, straining his eyes through binoculars to watch the preparations at the starting mark. The headlights of a motor car selected to give a warning signal winked and flashed like semaphores. The full-throated roar of the great 12-cylinder motor floated down on the Northeast breeze—and was overtaken and passed by the fastest thing on wheels. In 38 and 43/100 seconds the spurt was over, and the last foreign-held record on Daytona sands was obsolete.

Those who stood with Fred Wagner at the starting line say there never was a more beautiful take-off. The great, clean-lined car did not leap. At the word, it moved away like a flash of electricity, and was out of sight. Not till the official and press cars with their cheering occupants came upon the beach did the group around the veteran starter know what had been done.

So, from dashes and stunts to sustained speed over twenty-mile courses, De Palma proved the worth of his car. All told, in the official trials and preliminary runs for the testing of the timing wires, he traveled more than 500 miles, with the aviation Twin Six working like a charm every fraction of every mile. In one of the runs—the twenty mile—he had to give the official timer the benefit of all distance he overran the end of the ten-mile straightaway, when he doubled on his course, and that amounted to 792 yards.

Twelve thousand spectators, including representative motorists from all parts of the United States and Canada, witnessed the demonstration and agreed that it was the greatest motor show they ever saw. What they remarked on most, perhaps, was that this was no freak car, built for a flash performance, but a genuine automobile, of a power range never before known.

With the Daytona victories of February 12, 16 and 17, Packard gained possession of all speed records



RALPH DE PALMA

on both circular speedways and straight away courses, for all distances.

The same great engine with which De Palma established the new marks at Daytona had already taken down all world's records for circular track running over distances from one-fourth mile to ten miles at Sheepshead Bay Speedway in 1917, with Willard A. Rader driving. Its smaller counterpart, the Packard "299," driven by De Palma, in 1917, did six hours continuous running at an average speed of 102.66 miles per hour.

The Packard "905" aviation motor with which De Palma made his Daytona records is a 12-cylinder, V-type engine of 905 cubic inches piston displacement and of 280 horse-power. It is not a Liberty motor, but a Packard predecessor of the Liberty, built before America declared war on Germany.

The special chassis in which it is installed is fashioned on the fuselage principles developed in aviation experience.

What the aircraft engineers term "vacuum drag" is reduced to a minimum—for example, the head-on resistance of the front axle is reduced nearly 100 pounds at top speed by the perfect streamlining of the body.

Chassis, engine and drive are matched in a combination that for ability, skill and charm are unequalled in the motoring world.

### NEW WORLD'S RECORDS (A. A. A. Official)

Kilometer	14.86 Seconds	Feb. 12, 1919	De Palma	Packard
Mile	24.02 Seconds	Feb. 12, 1919	De Palma	Packard
Two Miles	49.54 Seconds	Feb. 16, 1919	De Palma	Packard
Three Miles	1:16.04	Feb. 16, 1919	De Palma	Packard
Four Miles	1:39.77	Feb. 16, 1919	De Palma	Packard
Five Miles	2:14.58	Feb. 16, 1919	De Palma	Packard
Ten Miles	4:23.30	Feb. 16, 1919	De Palma	Packard
Fifteen Miles	6:48.75	Feb. 17, 1919	De Palma	Packard
Twenty Miles	8:54.20	Feb. 17, 1919	De Palma	Packard
Mile from				

Standing start 38.83 Seconds Feb. 17, 1919 De Palma Packard

### FORMER WORLD'S RECORDS (A. A. A. Official)

Kilometer	11.88 Seconds	April 23, 1911	Burman	Blitzen Benz
Mile	25.40 Seconds	April 23, 1911	Burman	Blitzen Benz
Two Miles	51.23 Seconds	April 23, 1911	Burman	Blitzen Benz
Three Miles	No Record			
Four Miles	No Record			
Five Miles	2:34.00	Jan. 24, 1906	Hemery	Darracq
Ten Miles	5:14.40	Mar. 24, 1906	Bruce-Brown	Blitzen Benz
Fifteen Miles	10:00.00	Jan. 29, 1906	Lancia	Fiat
Twenty Miles	13:11.92	Mar. 30, 1911	Burman	Blitzen Benz
Mile from				

Standing start 40.53 Seconds Mar. 10, 1916 Oldfield Blitzen Benz

The following official records were established and are still held by Packard Model 1 Airplane Motored Car, known as the "299":

10 miles	5:17.4	1/4 mile	0:06.91
1 hour	110 miles	1/2 mile	0:13.94
2 hours	219 miles	1 kilometer	0:17.35
3 hours	320 miles	1 mile	0:28.76
4 hours	428 miles	3 miles	0:57.81
5 hours	522 miles	4 miles	1:26.61
6 hours	616 miles	5 miles	1:55.74
		6 miles	2:24.85
		10 miles	4:50.45

Below are the speedway records held by the Packard Model 2 Aircraft

succession are: construction and operation, steering and general chassis assembly, motor adjustments, inspection, general operation, etc.

The growing interest shown by the drivers has been a revelation to the promoters of the school, for in the past, particularly during war time, the average driver was somewhat apathetic on the subject of truck upkeep.

Most of the students are entered in the truck national efficiency test which began February 1 and is to run through a while year in order to cover all weather conditions and all phases of motor transportation.

To counteract the effects of neglect and poor driving and at the same time to educate the truck driver to a higher standard of efficiency in operation, the Detroit branch of the Packard Company has instituted a truck school, open to drivers and prospective drivers of all makes of trucks.

The attendance has averaged over a hundred at each weekly meeting and at each session a subject previously announced on the season's program is covered thoroughly. A complete truck and all its parts are on display, and their care and functions are explained minutely by experienced service men, after which the students themselves ask questions or contribute information from their personal experience. Moving pictures showing the construction of trucks in the factory have been a feature of the entertainment.

Other subjects to be taken up in

## Light Weight And High Quality Of The New Essex Pleases

Car Brought Out At Hudson Works Gains Wide Popularity In Few Weeks

In discussing the wonderful popularity the new Essex car had gained in a few weeks, President Harry S. Houghton, of the Hudson Motor Car Company, of New York, said: "It is not a surprise to me, as it was designed by the leading engineers of the Hudson factory to meet the demand of motorists for a high-grade car, light in weight, economical in upkeep and moderate in price."

"At the same time it has the easy riding qualities, the power for hills and acceleration and smooth flexibility of operation and the beauty of outline of the most costly cars on the market. The car is built at the Hudson factory in Detroit."

"The Essex is so sturdily constructed that it rides over the roughest road with the smoothness of a car of much greater weight. The riding quality of an automobile is the same, no matter what may be the size or length of the car. The springs of the Essex are as long and as flexible and as carefully designed as are those used under large and heavy cars and they give as good results."

"In the designing of the Essex nothing in the way of comfort has been sacrificed to obtain more appearance. The beauty of the car comes from inherent qualities of fitness of line and high ideals of workmanship. The backs of the seats reach to the shoulders and the cushions are real seats—not just ledges. All of the levers and pedals are within easy reach, assuring comfort even on the longest tour."

"In the past automobiles have been developed along two widely different lines. One has been toward a cheap light car. Economy of operation and

low first cost have been its chief advantages. The other trend has been toward luxury, comfort and endurance at the expense of high first cost and heavy maintenance expense. The Essex combines the advantages of both these types."

## Demand For American Motor Cars In Brazil

In discussing trade conditions in Brazil, U. S. Vice-Consul Richard P. Momen writes: "The market for automobiles has been resuming its former activity, although the imports during 1917, amounting to \$1,412,336, are less than one-third of the arrivals during 1918. The market was accustomed to receiving European machines on long credit terms, and when the war broke out the market was fairly well stocked. Gradually, however, many of these machines have been discarded, and at the present time, if lower freight rates prevailed and shipments could be obtained from the United States, many American automobiles would find way into this market. It is observable that lower priced cars are becoming more popular and that roadsters, which were formerly never seen, are being imported in fairly large numbers. American automobiles undoubtedly will retain a permanent market here, as the styles are finding favor."

"Imports of automobile accessories and tires were somewhat larger in 1917 than during the year preceding, whereas the receipts of motor cycles and solid tires for motor trucks decreased. In all these articles the United States supplied more than any other country."

## Columbia Dry Batteries Renowned for Faithful Service

If you need quick power for the ignition system of truck or tractor, lose no time in ordering Columbia Batteries. They'll renew the spark of life like a flash. For Columbians are larger with power. Their energy flows hot—they make things go.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service. Special attention is given to the all-important detail of packing for export.

The Faber-Castell Rolling Clip Binding Post, shown in the illustration, is a Columbia feature that adds battery. With one binding Post, it is simply a matter of pressing down the clip and inserting the wire—no soldering or connections to make.

Dealers—Immediate deliveries can be made. Write for catalogue and details from Anderson, Meyer & Co., Ltd., 4 Yuen Ming Yuen Road, Shanghai or direct from us. National Carbon Co., Inc., Export Department, Cleveland, Ohio, U. S. A. Cable Address: "Carbon Cleveland."

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— Established 1851 —

begs to inform its customers that a number of open and closed cars are now at their disposal for hire

### CHARGE:

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### MINIMUM CHARGE:

One Dollar 50 cents

No special service as office-trips or tiffin-trips.

For hire of cars please

Telephone to West 1213 and 1202

# The Only Sufferer— A MOTOR-CAR OWNER!

"There was a remarkable absence of fires during the Chinese New Year Celebrations. From Friday night, the 31st January, when a Motor-Car took fire in Thorburn Road, to the morning of Tuesday, the 4th February, there was not a single fire in the International Settlement." (Vide Local Press.)

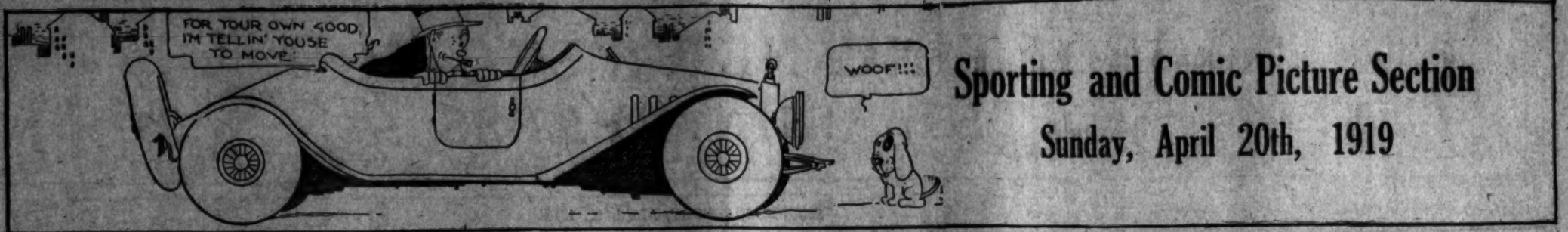
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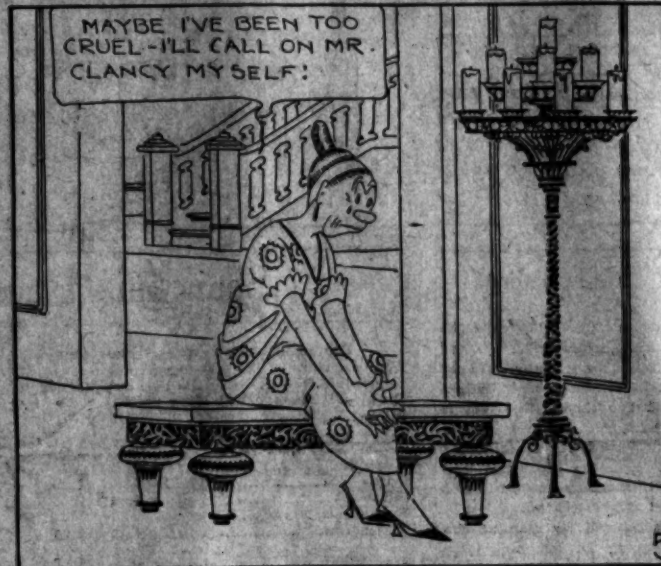
AGENTS, EXCESS INSURANCE CO., LTD.



## Sporting and Comic Picture Section

Sunday, April 20th, 1919

### Bringing Up Father



# SPORTING NEWS SECTION

## THE CHINA PRESS

SHANGHAI, SUNDAY, APRIL 20, 1919

### QUIROS NINE WINS IN SHORT GAME

Five And A Half Inning Contest Winds Up Fifteen To Four

STILL A BIT TOO CHILLY

Cool Zephyrs Discouraging To Early Flashes Of Summer Time Form

#### TODAY'S PROGRAM

2 p.m.—Wilmington vs. Palos.  
3:30 p.m.—Quiros vs. Villalobos.

While sportive zephyrs slipped about the lot and spectators assured each other that it was still too early to wax enthusiastic the pastime deputations of the gunboats Palos and Quiros worked their way through five and a half innings of extremely spring baseball at the Race Course diamond yesterday afternoon.

Quite a considerable representation of fans frequented the base lines for the exhibition and at one or two stages the landscape assumed, briefly, the look of a real, actively engaged baseball yard, but at other times it was pretty apparent that the days are still too chilly for fervent play. Yesterday's fracas concluded at 35-4.

The Palos balloon got away to a flying start immediately, hostilities opened and never got near enough to cause the Palos to be in any danger of being outplayed. The Palos had failed to show anything in their half. Reynolds, the chief of the Palos, was the only one to show any signs of the field, a double by Hulpin figuring in the let. A passed ball and a couple of errors added to the confusion and when things had settled down again and Hulpin had stepped into the breach half a dozen runs had come across the plate. Four errors in the second frame were largely responsible for the Quiros slipping up three more times.

In the third the Palos pulled and put over three runs. The side of the scorecard but with men on third and second and Quiros came up as pinch hitter and grounded the side out. This was gradually the extent of the lower offensive, one more run being squeezed in during the fifth when Hulpin drew a pass, stole and came home as Prather's long hit escaped the center fielder. Extensive shifts in the lineup failed to alleviate matters.

Mitchem, just out of the hospital, worked hard and deserved better luck than his support allowed. Only two safe singles were collected from him and in the third he fanned three straight. Hunt worked well for the Quiros, allowing only three safeties to the opposition.

The game terminated half way through the sixth owing to mismanagement, part of the Palos aggression being convinced that the contest had gone at least nine innings.

The line-ups were:  
Palos—Mitchem, 1b; Murphy, 1b; Keller, 2b; Hold, 3b; Prather, c; 1b; Childs, 2b; Howard, cf; Miller, 2b; Reynolds, p; ss, rf; Andrews, lf.  
Quiros—Collins, 2b; Hulpin, 2b; Crowley, cf; Morris, ss; Becker, c; Childs, 1b; Person, rf; Rich, lf; Hunt, p.

The score by innings:  
Palos—0 3 0 1 0—4  
Quiros—6 3 0 2 4—15  
Hopkins, remembered as a factor of former Brooklyn victories and now playing first for the flag ship nine, shroffed the balls and strikes.

### BROOKLYN PLAYERS PRACTICE TOMORROW

Flagship Expects To Whip Fast Ball Team Into Shape This Week

For the first time in recent years the flag ship Brooklyn comes to Shanghai without a regular baseball team. But that doesn't mean that there aren't plenty of expert baseballers aboard or that they haven't been playing baseball. The facts are that the Brooklyn, while she has no "varsity" team, has several nine in her personnel. The reason being that the crew has been playing divisional baseball, not having any outside attractions to meet, and has developed a couple of good teams among the various departments of the ship.

The Brooklyn ball players will begin practice here tomorrow and expect to pull a representative and fast going combination within a few days, thus insuring some interesting engagements with the local gunboat representatives before the flag ship pulls out next month.

Shanghai fans will recognize few old timers among the present Brooklyn players, but they will recall two who won fame here in former seasons. Especially will the local followers extend enthusiastic greetings to "The" Eysinger, stellar backstop and captain, hero of numerous Shanghai diamond affairs, and, next to him, again, as manager and captain of the Brooklyn players. Eysinger was not with the ship on her last call at Shanghai, it being three seasons since he was last seen in action here. Another player who will be recalled by the fans is Hopkins, playing first. None of the other athletes have appeared here, the ship having taken on practically a new crew since her last visit, but it is understood that there are some classy pastimers on the rolls.

## Smiles from the Mixed Court

The Sanitary Inspector mounted the witness box and related to the court what a trial to the Department of Health was his Haining Road laundering establishment were. Time after time inspection showed the place to be gloriously unfit for the cleansing of clothes. Also, the building was in bad repair. Three times the perverse proprietor had been haled into court to answer for his shortcomings and he had been given further exhortations without number regarding the desirability of cleanliness.

Waung was very bitter. The laundry was clean, he retorted, and all necessary repairs had been made. Anyhow, if the Health Department wasn't satisfied with the way this place was conducted, why didn't it give specific instructions as to its desires? The inspectors were continually calling and stating that changes must be made, but when he inquired "what changes?" and how the changes were to be effected, no details were given him.

He was simply ordered to go ahead and get the changes made. "I'm going to close this laundry and go back to Ningbo," declared Waung, "because these sanitary inspectors are such a nuisance that running a laundry is no satisfaction whatever."

Waung's determination to change the scene of his operations was applauded by the court but it was ordered that before doing so he should deposit \$10 in the court exchequer.

Encouragement For Insomnia

The watchman whose duty it was to keep an eye on the vacant property at 705 Raanong Road returned from supper the other evening and found the lock smashed off the front door. He dashed agitatedly within, expecting to find a desolated interior. After considerable search he pulled Koo Sung-lau out of a dark corner.

Koo assured the court that there was nothing unrighteous in his conduct. He had observed that the house was empty and he needed rest badly. Therefore he had tried the door and, finding it locked, had broken in. He had no intention of taking anything except a snore and it was a surprise to him that such a program was contrary to the statutes. The court, enlightened his surprise by ordering him off to the city battlements for a couple of months.

#### Straining Friendship

When a private ricksha drew up to the curb and the fare stepped out and handed the coolie ten cents a watchful C.P.C. stepped over and placed the latter, Koo Ah-fok, under arrest, subsequently relating the circumstances in the Mixed Court. Koo was charged with playing a privately licensed vehicle for hire.

Koo admitted the facts, but he said, the fare happened to be an old friend of his and he had only given him transport to be obliging. Koo's readiness to oblige cost him a dollar, besides the ten cents, which were confiscated.

#### Under Pressure Of The Times

Many chickens had unaccountably disappeared from the Taing Ka Ong village, off Gordon Road, recently and when Yau Ling-kung saw Sung Siem-ching laying a train of rice grains from a well populated poultry yard to the corner of a hedge he had a hunch that he had solved the mystery. Sung confirmed the suspicion by confessing that he had lured the birds away and put the blame on the high price of meat in the local market. Sung's diet for the next month will include few such delicacies as fried chicken but it will not cost him anything.

## INDOOR SPORTS



INDOOR SPORTS  
LAMPING A YES MAN AS HE NOODS HIS WAY INTO A MEAL WITH THE YOUNG AUTHOR WHO REMDS HIS PLAY TO HIM.

### At The Theaters

After drawing capacity houses to the Apollo Theater all the week, "A Dog's Life," with Charlie Chaplin, will be screened this afternoon and tonight for the last two times. The film is the second in the series of million dollar pictures made for the National Exhibitors. Episodes three and four of "Hands Up," a new serial, will also be screened this afternoon.

Irene Castle will be seen at the Apollo beginning Thursday night in "The Girl From Bohemia" and the program tomorrow night features Peggy Hyland in "Married Women," Toot in "Nipped in the Bud," a comedy, and Pathé's British and American features.

At the Olympic Theater "The Auction Block," an eight part film dramatization of Rex Beach's story, is drawing big houses. The picture will be screened this afternoon, tonight and tomorrow night.

The second of the "Seven Deadly Sins," "Pride," heads the bill at the Victoria this afternoon, tonight and tomorrow night.

The management of the Isis Theater announces a varied program for tonight with the Hun-Guo troupe of acrobats and contortionists and pictures. The troupe will appear nightly this week.

This afternoon, the third series of "Ultus" and the fourth epoch of "The Count of Monte Cristo" comprise the Isis program. The fifth epoch of "The Count of Monte Cristo" will be screened tomorrow afternoon and to-morrow night.

Max Malini, the well-known musical accompanist by his son, arrives on the Sunning tomorrow from Hong-kong where he has just completed a successful engagement. Mr. Malini has been touring Australia the past five years.

### Light Horse Gymkhana At Rifle Range Today

The annual gymkhana of the Light Horse, S.V.C., will be held at the Rifle Range, where the troop is in camp, this afternoon, beginning at 2 o'clock. Officers and men will be at home to their friends and the Municipal band will be on hand to provide musical entertainment.

The preliminaries for the gymkhana took place yesterday afternoon and the troops shoot was held. Following are the results of the carbine competitions held Friday afternoon.

- Armistice Cup  
1.—Sergt. Major Robinson.  
2.—Tpr. Lemarchand.  
Sergeants Cup  
1.—Tpr. Davy.  
2.—Tpr. Hayes.  
Daylight Saving Cup  
1.—Tpr. von Norman.  
2.—Tpr. McCulloch.  
Grand Aggregate  
1.—2nd Lieut. Foster, (won by 1 point).  
2.—Sergt. Major Robinson.

## By Tad

### NEAR RECORDS IN MANY RACES

Ponies Make Remarkable Time In Several Events On Kiang-wan Program

ANOTHER MEETING MONDAY

Third Extra Of Season At Shanghai Race Club Will Start Dopesters

#### MORE RACING TOMORROW

The third extra race meeting of the season will be held at the Shanghai Race Club tomorrow, afternoon and will give local devotees an opportunity to see up ponies sure to figure in the coming Spring meeting. The first maddling bell will be rung at 2:30 o'clock.

Five of the ten races at Kiang-wan yesterday were run in remarkable time, ponies nearly equalling the track record in the Easter Fly-away Plate, the Chances Cup, Easter Selling Plate, the Nanyang Stakes and Land o' Plum Stakes. The stellar event of the afternoon, the Easter Selling Plate, ended in a dead heat, Persimmon and Spotted and figuring in the great race. Five events were won by margins of a length or less. The dividends were consistently high being over 124 in all but one race.

It was one of the best all-around race meetings ever staged at Kiang-wan and the big crowd that turned out to the first meeting of the International Recreation Club saw the ponies run under the best possible conditions. The course was hard, but fast a stiff breeze aided the horses in the stretch. The time of all races was good.

The best mark of the afternoon, and the nearest approach to the track record came in the Nanyang Stakes, the ninth race, when Mr. Burkill rode Desertland to a length and a half victory over Bixhotee in the remarkable time of 1:47 3/5 seconds for the seven furlongs. The record for the course is 1:47 and would have been broken yesterday had Bixhotee pressed Desertland in the last 200 yards. The finish was a hummer, Desertland breaking away with but a hundred yards to go and Bixhotee leading Polar Star, the favorite, by a neck.

Mr. Heard on Kowloon, won the first race, five furlongs in 1:13 1/5, a second slower than the record. Mr. Springfield on Bixhotee was three-quarters of a length behind, leading Mr. Hu on Sideway a half a length as the ponies tore by the judges. Kowloon paid \$32.10.

The second race was another big event. Mr. Springfield pulling a surprise by riding Salara the mile in 2:05 4/5, two and two-fifths seconds behind the track mark, and paying the biggest dividend of the day, \$165.50.

Railway, with Mr. Lou up, traveled a mile and a quarter in 2:25 4/5, three and three-fifths seconds slower than the record in the Yangtze Stakes, winning by a length and a half from Polar Star. Pennyfield was the third pony, two lengths behind. Railway paid \$63.40 for the win.

Mr. Springfield figured again as a winner, taking the Steeplechase on The Earl and netting his backers \$52.40. The victory was an easy one, Mr. Springfield leading Mr. Morris on Titchfield by four lengths at the finish.

With but three entries in the Easter Criterion Stakes, the race was featured by the dead heat for second place, Sans Peur, Mr. Crokan riding, and Lancaster, Mr. Hu up, slaying the battle in the stretch that gave neither the advantage at the finish. Mr. Burkill won on Shenkolan, four lengths ahead of the second ponies.

The best race of the afternoon was the April Handicap which was taken by Illumination, with Mr. Crokan up, after a fight in the stretch. Illumination, King of Hearts and Guiding Star were the three ponies to ease from the bunch in the stretch but they were pressed to the wire while they had a nice little scrap all in themselves. Illumination crossed the finish line a short head victor over King of Hearts. The second pony took the place by a head margin over Guiding Star, Mr. Hill

## Shanghai Races—Spring Training

Saturday, April 19.

Some good gallops on the grass course were the feature of yesterday morning's training activities. The best show of the season was put up by Castlemore, the pony doing 1 1/4 miles in 2:59.3. Castlemore and The Oriole went slow for the 1 1/4, but finished in good style, the former in 30.4 and the latter in 30.1. In the Derby selections Allied King registered the best showing, doing the 1 1/4 miles in 2:55.4. The official gallops follow:

Pony	Rider	1/4 mile	1/2 mile	3/4 mile	1 mile	1 1/4 miles	1 1/2 miles	1 3/4 miles	2 miles	Last quarter
Rosewood	boy	37.3	1.32	1.45.3	2.17	(last mile)				21.5
Odin	WGC	41	1.35	2.06	2.47.3	3.27	4.08.3	4.56.3	5.07.3	31
Sulphur	boy	38.4	1.15	1.54.1	2.36.2	3.12.3	3.53	4.23.3	(last 1/4)	21.3
Best Cure	boy	41.2	1.23	2.01.2	2.35	3.05.4				31.3
Watermark	WGC	39.2	1.14.4	1.54	2.31.2	3.04.3				30.4
Mighty King	boy	38.2	1.16.3	1.52.2	2.35.4	3.04.3				32
Wild Night	WGC	38.2	1.16.3	1.52.2	2.35.4	3.04.3				32
After Dark	AVW	38.2	1.16.3	1.52.2	2.35.4	3.04.3				32
Escapade	SAS	32.4	1.04.3	1.37.4	2.12.1	(last mile)				34.2
Figaro	WGC	38.2	1.16.3	1.54.4	2.30	3.04.1	3.36.4	4.11.4		35
Vosborg	boy	34.2	1.12.3	1.49	2.24	2.57				35.4
September Morn	boy	34.2	1.12.3	1.49	2.24	2.57				35.4
Grey Dawn	WGC	34.2	1.12.3	1.49	2.24	2.57				35.4
Pokiroi	CRW	40.2	1.21	2.00.2	2.32.2	3.12.3	3.45.4			32.1
Fighting King	CRB	35.3	1.11	1.49.2	2.26.3	2.58	3.28.3			30.1
Colinton	boy	41	1.20.1	2.00.1	2.40.4	3.19.3	3.53.4	4.24.3	(last 1/4)	30.4
Bulbul	WH	42	1.20.2	1.59.3	2.38.3	3.17	3.51.2	4.22.1		30.4
Cornacore	boy	46	1.27.3	2.02.3	2.53.4	(last mile)				31.1
Rushton	RMD	37.3	1.15.3	1.54.3	2.31.2	3.05.3	3.38.4	4.10.2		31.4
Sir Lamerock	boy	35	1.14.2	1.49.3	2.24.3	2.56				32.1
The Duke	AFPH	31.3	1.08.3							32.1
Allied King	GRB	31.3	1.08.3							32.1
Sesbird	GW	34.2	1.10	1.42.2	2.15.4	(last mile)				32.2
Castlemore	PV	36.3	1.14	1.51.2	2.27.3	3.00.3				30.4
Wilson	boy	36.3	1.15	1.50.3	2.28.1	2.54.1	(last 1/4)			32.2
White Hope	WH	38	1.16	1.48.3	2.18					32.2
Hawk	WH	37.2	1.14.2	1.54	2.28	3.06.2	3.37			30.3
Heron	boy	37.2	1.14.2	1.54	2.28	3.06.2	3.37			30.3
Rob Roy	GG	39.1	1.19.3		2.35.3	3.09.2				32.4
Byrdand	boy	37.2	1.11.1	1.42.2	2.12.1					32.3
The Oriole	boy	38.4	1.16.4	1.55	2.32.2	3.07.2	3.37.3	(last 1/4)		30.1
Chop Dollar	CRB	34.2	1.07.2	1.52.2	2.23.2	(last 1/4)				32
Stamora	BMD	39.4	1.17.3	1.52.1	2.28.1	(last mile)				31.2
Daintymore	boy	39.3	1.18.1	1.52.2	2.26.3	2.58.2				31.4
Goldensand	boy	32	1.07.4	1.34.2						32
Bythe	boy	32	1.07.4	1.34.2						32
Night Hawk	boy	34	1.11	1.47	2.23.3	2.56.3				34
Graby	AFPH	37.2	1.13	1.48	2.19.4					31.4
Midas	PV	37	1.13.4	1.48	2.19.1	2.50.1				31
Castlemore	PV	35.2	1.10.4	1.48.1	2.20.2	2.53.2	3.26.3	3.59.2		32.4
Nigger Minstrel	boy	37		1.45.3	2.16.3	(last mile)				31

\*On the sand.

## What Is Hard Luck At Auction?

By An Expert

Every now and then one runs across what is popularly classed as a hard luck hand, in which the improbable or even the apparently impossible happens, and the declarer gets an unexpected jolt.

If the declaration is original and is technically sound hard luck is "the right word," but if it is a bid that is not in the books, or is against sound principles, the player who gets a jolt has no one but himself to blame.

Here is a very interesting, and it must be confessed rather extraordinary case. The hand was played at the Knickerbocker Whist Club by four persons who are supposed to be cracks. It was the player who held A's cards that got the jolt.

H—J 8 7 6  
C—K Q J 7 5 4  
S—6  
D—6

H—A K 8  
C—A 10 3 2  
D—A 9 7 5  
S—A Q

H—Q 8 3  
C—8  
D—K Q J 7 5  
S—K J 9 6

Z dealt and bid no trump. Whether or not this is a legitimate no trump is not the question. Some players are very fond of aceless no trumps when they have one big minor suit and three suits stopped.

The chief interest lies in A's hand. Personally, I have always believed and taught that if the player on your right bids no trump, the best thing to do is

not to look at your hand, for fear you might be tempted to overcall him.

One would perhaps imagine that if ever there was a hand that justified overcalling a no-trumper, A had it. This is true only if A looks at his hand and yields to temptation. My view of the situation is this: A cannot possibly lose the game by leaving the no-trumper alone, and he is sure of scoring 100 acres against it.

What A actually did was to bid two no-trumps. Now if A could make two no trumps he gains nothing, but stands to lose 90 points by playing the hand at 10 a trick instead of 50. If A can go game at no trumps, he is still a loser, a game being worth only 125. What does he imagine Z holds?

Before discussing what should have happened, here is what followed: A's two no-trump bid. Y said three clubs, which is another violation of the same principle. The no-trumper is in his right and he has the lead. When Y bid the clubs, B went to three spades, Z doubled, and A redoubled.

Z led the diamonds and A put on the ace, leading two rounds of clubs. Z overtrumped B and led two winning diamonds. Instead of discarding, Y trumped the third diamond, so as to give Z another ruff in clubs, and again Z over-trumped B. Z then led a heart and B must lose a heart trick, being set for 200 points. Y gained nothing by trumping the diamond.

The curious thing about this hand is that A cannot make two no-

trumps, neither can Y make three clubs. Against the club contract A can lay down four sure tricks without losing the lead and still hold a potential tenace in trumps over Y, who will find himself with a trump too many at the end. At diamonds, Z would be set for 400, as he would be forced twice in clubs. A starting with three rounds of hearts, after doubling.

To return to the original proposition, if A says nothing, and Y passes, as he certainly would, the only way for Z to make even one odd at no-trumps is for A to open the clubs. If A keeps that potential tenace suit, and leads a small diamond, Z will go on with the diamonds, Y discarding one heart.

A will hold off for the possible tenace, but will win the third odd at no-trumps in for A to open the clubs. He will then allow Y to win two rounds of clubs, but Y will have to quit that suit, as A will then hold tenace over him. After having discarded a heart on the clubs, Z still holds that suit safe and will try the spade diamonds.

Now A gets three rounds of hearts, putting Y in and Y must lead the clubs. This sets the no-trumper for one trick. By overcalling second hand, A loses 182 points in spades, instead of winning 150 against the no-trumper. The difference in favor of passing is 322.

The best race of the afternoon was the April Handicap which was taken by Illumination, with Mr. Crokan up, after a fight in the stretch. Illumination, King of Hearts and Guiding Star were the three ponies to ease from the bunch in the stretch but they were pressed to the wire while they had a nice little scrap all in themselves. Illumination crossed the finish line a short head victor over King of Hearts. The second pony took the place by a head margin over Guiding Star, Mr. Hill

up. Mr. Hu rode King of Hearts, the pony paying \$55.50.

The Easter Stakes went to Charing Cross, Mr. W. A. up, in the fast time of 1:21 3-5 for the three quarters. Backers collected \$24.60.

Desertland paid \$64.10 in the ninth race and Loganfield was good for \$21.00 in the final event, which was run in two and one-fifth seconds slower than the track record.

1.—The Easter Flyaway Plate.—Value \$300; second pony, \$100; third pony, \$50. For all China Ponies. Weight for inches as per scale. Winners of, since January 1, 1919, a five furlong race, five pounds extra. Entrance \$5.—Five furlongs.

Mr. B. D. Kapteyn's grey Kowloon (Mr. Heard) 155-1  
Mr. W. D. Kapteyn's grey Bx shoots (Mr. Springfield) 155-3  
Mr. Cloud's grey sideways (Mr. H. F. Hu) 155-3

Also ran: The Kangani (Mr. T. U. Yih), Tyrant (Mr. Vida), Poppy (Mr. Hill), Yorkshire (Mr. Liou), Christmas Day (Mr. Crokan), and Goletta (Mr. Heard).

Won by three quarters of a length; half a length. Time—1:18 1-5.

Parimutuel—for win, \$53.10; for place, \$14.40; \$6.20 and \$12.20.

Cash sweep—first, \$2; second, \$2; third, \$2; unplaced—10, 24, 34, 109, 149 and 152.

2.—The Chances Cup.—Value \$300; second pony, \$100; third pony, \$50. For all China Ponies that have never been raced previous to January 1, 1919. Weight for inches as per scale. Maidens allowed five pounds. Winners of two or more races, five pounds extra. Entrance \$5.—One mile.

Mr. Cemo's chestnut Salara (Mr. Springfield) 155-1  
Capt. Behnke's brown Toboggan (Mr. Crokan) 155-3  
Messrs. Sky and Hickling's grey Mazurek (Mr. Heard) 155-3

Also ran: En Avant Marche (Mr. H. F. Hu), China Sea (Mr. T. U. Yih), Free and Easy (Mr. Liou), Reformation (Mr. Vida), Asama (Mr. Tomono), Triumphant Star (Mr. Hill), Eastern Star (Mr. A. V. White) and Haruna (Mr. Nagai).

Won by one length; two lengths. Time—2:03 4-5.

Parimutuel—for win, \$109.50; for place, \$24.50; \$9.30 and \$8.10.

Cash sweep—first, \$2; second, \$2; third, \$2; unplaced—186, 202, 310, 222, 230, 206, 154 and 118.

3.—The Yangtze Stakes.—Value \$300; second pony, \$100; third pony, \$50. For all China Ponies. Weight for inches as per scale. Maidens allowed seven pounds. Entrance \$5.—One mile and a quarter.

Mr. Kanto's white Railway (Mr. Liou) 155-1  
Mr. Tuckson's black Polar Star (Mr. Hill) 155-3  
Mr. Henry Morris's grey Pennyfield (Mr. Morris) 155-3

Also ran: Yellow Diamond (T. U. Yih), Star (Mr. Crokan), Lancashire (Mr. H. F. Hu), Xc Illusionist (Mr. Matsumoto), Runaway (Mr. V. S. Chow) and Trustland (Mr. Burkhill).

Won by one length and a half; two lengths. Time—2:28 4-5.

Parimutuel—for win, \$63.40; for place, \$7.40; \$5.50 and \$5.70.

Cash sweep—first, \$2; second, \$2; third, \$2; unplaced—244, 174, 163, 53, 268 and 254.

4.—The Easter Maiden Steeplechase.—Value \$300; second pony, \$100; third pony, \$50. For all China ponies that have never won a steeplechase. Weight 155 pounds. Entrance \$5.—About two miles.

Mr. Wingo's grey The Earl (Mr. Springfield) 155-1  
Mr. Henry Morris's brown Titchfield (Mr. Morris) 155-3  
Mr. Lamerton's grey Medina Sidonia (Mr. Rowe) 155-3

Also ran: Dunera (Mr. Nagai) and Battle Axe, late Fandling Chief (Mr. C. C. Boyd).

Won by four lengths; three quarters of a length. Time—4:48 4-5.

Parimutuel—for win, \$52.40; for place, \$12.10; \$6.70.

Cash sweep—first, \$2; second, \$2; third, \$2; unplaced—227 and 302.

5.—The Easter Criterion Stakes.—Value \$300; second pony, \$100; third pony, \$50. For all China ponies. Weight for inches as per scale. Maidens allowed two pounds. Entrance \$5.—One mile.

Mr. Davis's grey Shenkand (Mr. Burkhill) 155-1  
Mr. H. G. Robinson's chestnut Sans Penr (Mr. Crokan) 155-2  
Mr. Lanning's chestnut Lancashire (Mr. H. F. Hu) 155-3

Dead heat.

Won by four lengths; dead heat. Time—2:08 1-5.

Parimutuel—for win, \$8.00; for place, \$5.00; \$5.00 and \$5.00.

Cash sweep—first, \$2; second, \$2; third, \$2.

6.—The April Handicap.—Value \$300; second pony, \$100; third pony, \$50. For all China ponies that have never been raced previous to January 1, 1919. Handicap weight published on morning of the race. Winners after publication of the weights to carry five pounds extra. Entrance \$5.—One mile and a quarter.

Mr. Perchang's chestnut Illumination (Mr. Crokan) 154-1  
Mr. Chow Sheng's grey King of Hearts (Mr. H. F. Hu) 148-2  
Mr. Tuckson's grey Guiding Star (Mr. W. Hill) 148-3

Also ran: Roseway (Mr. T. U. Yih), Ralph de Palma (Mr. Vida), York (Mr. Burkhill), Hongliat (Mr. Liou) and Flying Star (Mr. Heard).

Won by short head; a head. Time 2:40 4-5.

Parimutuel—for win, \$24.10; for place, \$9.70; \$5.30 and \$7.30.

Cash sweep—first, \$2; second, \$2; third, \$2; unplaced, 43, 235, 444, 190, 446.

7.—The Easter Stakes.—Value \$300; second pony, \$100; third pony, \$50. For all China ponies being bona-fide griffins at this meeting.

## Heinie Wagner Released By Boston Red Sox



Heinie Wagner, who has acted as coach of the Boston Red Sox since he finished his career as a big league regular, has been unconditionally released by Manager Barrow according to a report from Boston. The reason given for the release of the veteran is the new player limit in the American League—twenty-one players in uniform allowed to each team. Manager Barrow will probably do the work which heretofore has been handled by Wagner.

Weight for inches as per scale.—Three quarters of a mile.

Mr. Harry White's grey Chasing Cross (Mr. Frank Vida) 155-1

Messrs. Winsome and Hasty's bay The Greenfinch (Mr. W. Hill) 155-3

Mr. Fash's grey The Gink (Mr. Heard) 155-3

Also ran: Sans Merit (Mr. T. U. Yih), Newcastle (Mr. Burkhill), Aramis (Mr. Rowe), Easter Egg (Mr. Morris), King of Speeds (Mr. A. V. White), Blackbird (Mr. Crokan), Lasswade (Mr. Springfield), Pacification (Mr. Nagai) and Royal Star (Mr. Liou).

Won by one length and a half; one length and a half. Time 1:31 3-5.

Parimutuel—for win, \$28.50; for place, \$10.50; \$5.50 and \$10.50.

Cash sweep—first, \$2; second, \$2; third, \$2; unplaced, 70, 554, 277, 72, 615, 482, 419, 431 and 2.

8.—The Easter Selling Plate.—Value \$400; second pony, \$100; third pony, \$50. For all China ponies. Winner if entered to be sold for \$200, weight for inches as per scale; if to be sold for \$200, allowed five pounds; if to be sold for \$100, allowed ten pounds. Entrance \$5.—One mile.

Mr. J. Spunt's brown Persian light (Mr. Heard) 155-1  
Mr. C. R. Burkhill's spot Spotted Sand (Mr. Burkhill) 155-2  
Mr. Day's white Nativeland (Mr. H. F. Hu) 148-3

Also ran: Western Star (Mr. Hill), Carbon (Mr. Springfield), Rockland (Mr. Rowe), Climax (Mr. Vida), Looftield (Mr. T. U. Yih), Johnston (Mr. A. V. White), Yorkshire (Mr. Nagai), Unionist (Mr. Liou), Justification (Mr. Crokan), Goletta (Mr. Tomono).

Dead heat; three lengths. Time 2:04 4-5.

Parimutuel—for win, \$10.30 and \$10.30.

## Benefit At Olympic On Friday, May 2

Prominent Artists On Program To Raise Funds For Entertainment Of Troops

A benefit to raise funds for the entertainment of Allied troops in Siberia will be held at the Olympic Theater on Friday evening, May 2, under the patronage of the Allied War Relief Association. The benefit will also be a farewell to the Frawley Company which returns here from Tientsin and Peking on May 1.

An elaborate program is announced including numbers by Mirovitch and Piastro, the talented artists who have won favor with local audiences. Mrs. W. J. Luffman, Mr. George Brown and members of the Frawley Company. All on the program are donating their services and Mr. A. Strok, manager of Mirovitch and Piastro, has consented to look after the details connected with the benefit.

"The Maker of Dreams," a playlet, will feature Messrs. William D. Howard and Reynolds Denniston and Miss Florence Chapman while the "Frolic of the Frawleys" will show several members of the Company in their best roles. A Hawaiian number, "The Garden of Aloha," will be produced by Mr. Garry McGarry, assisted by Miss Ansonetta Lloyd of the Frawley Company, the Heen Brothers and Bob Akao, of Shanghai, and others.

The affair was arranged by Mr. McGarry before the Frawley Company left for Tientsin and members of the Allied War Relief Association and others constitute the committee on arrangements.

Tickets for the benefit will be on sale Wednesday and booking will be opened at Moutrie's.

10.—The Land O' Plums Stakes.—Value \$300; second pony, \$100; third pony, \$50. For all China ponies that have never been raced previous to January 1, 1919. Weight for inches as per scale. Winners at this meeting five pounds extra. Entrance \$5.—Nine furlongs.

Mr. Henry Morris's chestnut Loganfield (Mr. Morris) 152-1  
Mr. Tab Yuen's grey Great Star (Mr. A. J. P. Heard) 155-2

Mr. Hari's grey Motorist (Mr. J. Liou) 152-3

Also ran: Roseway (Mr. T. U. Yih), Loganfield (Mr. H. E. Morris), Knave of Hearts (Mr. H. F. Hu), Motorist (Mr. J. Liou), Aramis (Mr. F. R. Vida), Asama (Mr. H. Tomono), Rising Star (Mr. W. Hill), Great Star (Mr. A. J. P. Heard), New Star (Mr. A. V. White), Haruna (Mr. Nagai).

Won by a head; half a length. Time 2:22 2-5.

Parimutuel—for win, \$21.40; for place, \$5.70; \$5.40 and \$7.30.

Cash sweep—first, \$2; second, \$2; third, \$2; unplaced, 345, 444, 238, 193, 305, 328, 85.

Chinese Boy Scouts Hold Show May 5

Annual Event Scheduled To Be Given At Olympic Theater In Fortnight

The annual Boy Scout Entertainment will be held at the Olympic Theater on Saturday afternoon, May 3, at 2:30 o'clock. This entertainment forms a part of the annual rally of the Scout troops of the Shanghai branch of the Boy Scout Association of China. The entire proceeds will go to the treasury of the Boy Scout movement in China.

The program will consist of the screening of a film depicting Boy Scout activities in the West, a comedy, Chinese magic by Han Ping-chien and seven dramatic performances by the members of the Association. The numbers are:

Modern Black Art by the 9th Troop  
The Boy Scout "5th"  
First Aid Display "6th"  
Comic Miscellany "1st"  
A Miser's Big Loss "12th"  
The Faithful Boy "10th"  
Laugh and Grow Fat "3rd"

There are at present 12 troops in Shanghai, comprising over 800 scouts. The entertainment committee is headed by Mr. P. K. Chu, general secretary of the World Chinese Students Federation. Mr. Y. C. Tong is president of the association.

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There are at present 12 troops in Shanghai, comprising over 800 scouts. The entertainment committee is headed by Mr. P. K. Chu, general secretary of the World Chinese Students Federation. Mr. Y. C. Tong is president of the association.

## HARRIERS' MEET ENTRIES

Entries for the Harriers' athletic meet scheduled for Saturday afternoon, May third, will close at six o'clock Wednesday evening. All entries should be sent to Mr. P. W. White, 33 Kiangsu Road and entry fees must accompany all applications.

The Ideal Beverage For The Summer

Cande, Price & Co., Agents

# WAIT!

## You Will Get Your Pair of TENNIS SHOES CHEAP THIS YEAR

Chung Mei Trading Corporation.

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# Cigarettes

## JUST ARRIVED

### SPALDING'S GOLD MEDAL

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Toric Lenses

Irreversible Bifocals

Sun Glasses in Various Shades

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36 Nanjing Road, Tel. 1928

## SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"									
STATIONS	Local	Fast	Slow	Coastal	Ex-press	Local	Local	Local	Local
Shanghai North	dep.	7.25	9.00	10.00	14.50	15.50			
Jiading	dep.	7.51	9.16	10.23	15.06	16.06			
Suzhou	dep.	7.58	9.23	10.28	15.13	16.13			
Langhwa Junction	dep.	8.15	9.40	10.53	15.30	16.29			
Shanghai South	dep.	7.45	9.10	10.23	15.20	16.00	17.55		
Langhwa Junction	dep.	8.15	9.40	10.53	15.30	16.29	16.12		
Hangchow	dep.	8.59	10.48	12.02	16.07	17.42			
Kiaochow	dep.	9.51	11.52	13.28	16.58	18.49			
Hangchow	dep.	7.40	10.25	12.30	14.35	17.22	18.20		
Hangchow	dep.	8.45	11.06	13.15	15.50	17.53			
Hangchow	dep.	9.45	11.41	14.00	16.50	18.24			
Hangchow	dep.	11.10	12.50	15.25	18.30	19.19			
Hangchow	dep.	11.35	13.10	15.50	19.00	19.35			
Langhwa Junction	dep.	8.15	9.40	10.53	15.30	16.29	16.12		
Shanghai North	dep.	8.35	10.55	11.55	14.25	15.50	17.40	18.40	
Langhwa Junction	dep.	10.50	11.35	14.05	17.15	18.20			
Suzhou	dep.	10.39	11.44	14.14	17.28	18.29			
Jiading	dep.	10.46	11.51	14.21	17.37	18.36			
Shanghai North	dep.	11.00	12.06	14.36	17.58	18.50			

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO									
STATIONS	Local	Fast	Slow	Coastal	Ex-press	Local	Local	Local	Local
Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55			
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15			
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30			
Zahkou	dep.	7.20	9.40	12.10	14.55	16.55			
Zahkou	dep.	7.30	10.40	12.45	14.55	17.50	19.15		
Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27		
Konzenchiao	arr.	7.55	11.10	13.10	15.25	18.20	19.40		

B. Restaurant Cn.



## Little Jimmy

